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Stronger Than Politicians.

In a letter to the Manufacturers' Record Mr. J. C. J. Williams of Knoxville, Tenn., says:

I have been a reader of your great paper for many years, and take pleasure in saying that it has done more for the material development of the South and the placing of its business upon a firm and substantial basis than all the politicians combined in the old slave States.

We Shall Persist.

Under the caption "Doing the South Good" the Free Press of Carrollton, Ga., says:

The Manufacturers' Record of Baltimore is probably read by more people who are interested in Southern progress than any other journal in the United States. Machinery men, planing-mill men, roofing men and all dealers in builders' supplies read the Manufacturers' Record every week and watch closely to find who is starting planing mills and other mills in the South, and then the mill man is flooded with circulars and letters.

The new enterprises in Carrollton have all been referred to by the Manufacturers' Record, and it has brought a flood of letters and circulars from parties interested. As no local paper reaches this immense class, the mill men of Carrollton are under special obligation to the Manufacturers' Record for bringing their various enterprises before the great mass of supply concerns throughout the country. The cotton factory, the canning factory, J. M. Walker and others have been thus favored.

Working for the South.

Mr. M. V. Richards, land and industrial agent of the Southern Railway, who has excellent opportunities for gauging the movement of immigration to the South, stated last week at Birmingham that more people were now coming to the South than ever before, and that he expected the heaviest immigration since the establishment of his department. In an interview in the Birmingham Age-Herald he said:

We now have several hundred people on the road to the South every day, and inquiries come into my office by the thousands. The immigration business the past year has been at least 75 per cent. larger than ever before. They are coming from every section of the North and the West, and from Europe. Every steamer that comes to this country brings many inquiries to my office, and when the immigrants land in New York or elsewhere many of them come direct to the Southern, a condition that did not exist until recently. Our advertisements at the Paris Exposition has done a world of good, and we are feeling the results every day. It has been one of the best things ever done in the way of placing the advantages and the

inducements of the South before the European countries.

This is a gratifying situation. It is but a natural result of the persistent, intelligent and far-reaching work carried on by Mr. Richards, which is of such a character that his department of the Southern Railway, maintained upon its present policy, may be expected to show steadily-increasing results to the advantage of the South.

World's Cotton Fields.

The unusual situation in cotton during the past year is beginning to have not unexpected echoes on the other side of the water. A report of United States Consul J. F. Winter at Annaberg tells of a petition recently sent to the German government by the German Colonial Association requesting that every means possible be used to develop cotton-growing in German colonies where climate and soil may be favorable. It is argued that if for any reason Germany should be cut off from her cotton supply, largely American, for one year, there will be a crisis of incalculable proportions; hence the desire to limit the dependence upon the United States as a source of supply. A similar desire in England finds expression in the Textile Mercury of Manchester, which asks that steps be taken to relieve the English cotton industry from such an absolute dependence upon the American crop as is now its weakness. The Textile Mercury claims that it is not opposing American cultivation, and adds:

America has met in the grandest manner the ever-increasing requirements of the trade arising from the extending use of cotton fabrics as a clothing material. This demand will continue to grow for a time that cannot be specified. Cotton is far away the cheapest clothing material that can be produced, and equally the most suitable for use in the warmer climates of the world. In addition to the fact that its use is bound to increase among the present population of the world, there is to be considered the further certainty that the coming century will probably witness an increase of population in all lands brought into contact with civilization proportionate to that which has taken place in England and a few other countries during the century now closing. Thus, as the years roll on, if the cultivation of cotton be left practically in the hands of the Americans, though they may do their best to meet the world's demands, the risk of great disasters from failures of the crop will steadily enlarge.

These suggestions are inspired by a letter from a correspondent of the Textile Mercury, who points to upper Egypt and the Soudan as a field for English exploitation in cotton-growing. The potentiality of Egypt as a cotton-grower has been considered by the South, as also that of India, Mexico and China, while Russia's experiment on the same line has attracted no little attention. There is, however, nothing in the prospect to disturb the equality of the South, which at present produces 75 per cent. of the raw cotton of the world, and which is capable of increasing its annual production ten times. Still the notes of alarm in England and Germany ought not to be disregarded. They reveal certain possibilities,

though very remote ones, which the American cotton-grower ought not to lose sight of. It is a topic which may well be considered by the coming interstate convention of cotton-growers at Macon, Ga.

The Growth of Cities.

The statistics sent from Washington showing the growth of more than 130 cities in the United States of more than 25,000 inhabitants contains suggestions of value to students of sociology and to men interested in the practical growth of their respective communities. The list as given is hardly complete, and in all probability will require some revision. The bare figures of the increase in population in ten years and of the percentage of increase must, for purposes of comparison of one city with another, be studied in the light of municipal expansion by annexation on the one hand, and of a distribution of population beyond the city limits through electrical-railway development on the other. The absence of large numbers of citizens from their homes, particularly in Southern cities, at the time when the census was taken must also be considered. Nevertheless, groups of cities in different sections compared with one another furnish food for thought. The South especially may derive valuable hints in comparing the growth of its own cities with that of cities of New England and the West. The list as sent from Washington shows nineteen cities of more than 25,000 population in Massachusetts alone. The names of these, with their population in 1900, the increase since 1890 and the percentage of increase, follow:

Boston.....	560,892	112,415	25.06
Worcester.....	118,421	33,766	39.89
Fall River.....	104,863	30,465	40.95
Lowell.....	94,969	17,673	22.23
Cambridge.....	91,886	21,358	31.21
Lynn.....	68,513	12,786	22.94
Lawrence.....	62,559	17,905	40.10
New Bedford.....	62,442	21,709	53.30
Springfield.....	62,059	17,880	40.47
Somerville.....	61,643	21,491	53.52
Holyoke.....	45,712	10,075	28.27
Brockton.....	40,063	12,769	46.78
Haverhill.....	37,175	9,763	35.62
Salem.....	35,956	6,155	16.74
Chelsea.....	34,072	6,153	22.08
Malden.....	33,664	10,632	46.17
Nashville.....	33,587	9,208	33.77
Fitchburg.....	31,531	9,494	43.08
Taunton.....	30,036	5,588	21.96
Total.....	1,610,043	386,786	31.61

There is no State in the South containing nineteen cities of more than 25,000 population, but the figures for nineteen cities in ten Southern States follow:

Baltimore.....	508,967	74,518	17.15
New Orleans.....	287,104	45,065	18.62
Dist. of Columbia.....	278,718	48,326	20.98
Louisville.....	204,731	43,602	27.06
Memphis.....	102,320	37,825	58.65
Atlanta.....	89,872	24,339	37.14
Richmond.....	85,050	6,632	4.50
Nashville.....	80,865	4,897	6.17
Charleston.....	55,807	852	1.55
Savannah.....	54,211	11,073	25.60
San Antonio.....	53,321	15,648	41.54
Norfolk.....	46,624	11,753	33.70
Houston.....	44,633	17,076	61.97
Covington.....	42,938	5,567	14.30
Dallas.....	42,639	4,572	12.01
Mobile.....	39,441	6,141	18.44
Birmingham.....	38,415	12,237	46.05
Little Rock.....	38,307	12,433	48.05
Total.....	2,132,422	386,769	22.15

These should be studied, not only in connection with the Massachusetts ex-

hibit, but also with that of nineteen Western cities, as follows:

Chicago.....	1,698,575	508,725	54.43
St. Louis.....	575,238	123,468	27.33
Cleveland.....	381,768	120,415	46.07
San Francisco.....	342,732	45,785	14.51
Cincinnati.....	325,902	28,994	9.77
Detroit.....	285,704	79,828	38.77
Milwaukee.....	285,315	80,847	39.53
Minneapolis.....	202,718	37,780	23.05
Indianapolis.....	169,164	63,728	60.44
Kansas City, Mo.....	163,752	31,036	23.39
St. Paul.....	163,632	30,476	22.89
Denver.....	133,859	27,146	25.44
Columbus.....	125,560	37,410	42.44
Omaha.....	102,555	*37,897	*26.98
Portland.....	90,426	44,041	94.95
Grand Rapids.....	87,565	27,287	45.27
Dayton.....	85,333	24,113	39.39
Oakland, Cal.....	66,960	18,278	37.55
Des Moines.....	62,139	12,046	24.05
Total.....	5,348,947	1,391,506	35.16

*Decrease.

The figures show that the Massachusetts group of cities contains 1,610,043 inhabitants, the Southern group 2,132,422, and the Western group 5,348,947, nearly one-third of which are in one city, Chicago. The first group increased 386,786 during the ten years, or 31.61 per cent.; the second, 386,769, or 22.15 per cent., and the third group, 1,391,506, or 35.16 per cent., the increase in Chicago being more than 43 per cent. of the total increase of its group. Comparing individual cities of about the same population, it will be noted that Boston's increase of 112,415 represents a percentage of 25.06, Baltimore's 74,518 a percentage of 17.15, St. Louis' 123,468 a percentage of 27.33, Fall River's 30,465 a percentage of 40.95, Memphis' 37,825 a percentage of 58.65, while Omaha shows a decrease of 37,897, or 26.98 per cent. Of the Massachusetts group, Boston, Lowell, Cambridge, Lynn, Holyoke, Salem, Chelsea and Taunton have increased below the average increase for the group; of the Southern group, Baltimore, New Orleans, the District of Columbia (which includes Washington), Covington, Dallas, Tex., Augusta, Ga., Richmond, Nashville and Charleston have increased below the average, and of the Western group, St. Louis, San Francisco, Cincinnati, Minneapolis, Kansas City, Mo., St. Paul, Denver and Des Moines have increased below the average. In the New England group, however, there are but two cities, Salem and Taunton, with increases below the average of the Southern group, though Salem's 16.74 per cent. represents 5155 more inhabitants, about 1500 more than the increase at Richmond, Va., and about 4300 more than the increase at Charleston; and in the Western group the percentage of increase of but two cities, San Francisco and Cincinnati, are below the average increase of the Southern group.

In spite of such excellent percentage showings as those made by Memphis, Atlanta, San Antonio, Norfolk, Houston, Birmingham and Little Rock, the general impression derived from a comparison of all the figures for Southern cities with those of Massachusetts and those of the West indicates that the South has not yet developed the energy which gave an old city like Boston 112,000 more inhabitants in ten years, in spite of a steady growth of population in such nearby places as

Cambridge, Somerville, Malden and Lynn, or which has created an increase of population at Cleveland equal to nearly one-third of the increase of population in nineteen Southern cities. Where increases have occurred through annexation they demonstrate a vitality of the annexing community.

Further study of the figures emphasizes the fact that the cities, whether East, South or West, which have made marked increases in population, aside from additions by annexation, are the cities which are doing something either as manufacturers or as traders. This is notably the case in Massachusetts, where on many sides are evidences not only of the ability of a small town to become a great manufacturing city, though far removed from the sources of raw material, but also of the material and esthetic advantages which come to such towns as Salem in being within the radius of industrial activity. A number of Southern cities, whether engaged in commerce or devoted to manufacturing, have advantages far superior to those of Massachusetts cities. They have not the capital which is visible in the New England prosperity, but they have the ability, if they choose, to acquire that capital, just as the New England towns have acquired it. Its acquisition and its application to creative industry should be the main endeavor of Southern cities for the present. It will bring them more substantial benefits than flings at each other over the showing of the census, or undue exaltation over the fact that they are growing in population. The New England town seldom quarrels with its neighbors. It devotes its attention to its own upbuilding. During the next ten years the South may learn for its own good many lessons from New England's experience and New England habits.

Mr. Flagler's Welcome.

The act of Mr. Henry M. Flagler in registering in Dade county, Florida, thus becoming a citizen of the State, is made the occasion for the following hearty greeting from the Jacksonville Times-Union:

To all intents and many purposes, Mr. Flagler has long been a Floridian—one to labor as few others are able to do for that industrial development and material advancement which should be the foremost ambition of every citizen of the State—one to help us bear the burdens and share with us the prosperity that comes as the legitimate fruit of honest work well done. Where there has been want the blessing of his presence among us has been felt—where the wilderness was the farm smiles, and where loneliness dwelt life has come.

It is a pity that one or two other Southern States are not permitted to give such a welcome to men of Mr. Flagler's stamp. It would be better for them could they do so.

Mr. S. Logan Lang of Camden, S. C., referring to the letter of Wm. M. Bird of Charleston, published in our last issue, says:

And if the republican party in this State was in the management of others than the heirs of the old carpet-bag ring, McKinley would get a large vote here. As it is, he will receive many votes as protests against the State being given to the populists.

The government has ordered a survey made of the channel leading to Savannah harbor, with the view of increasing the depth of water. The railroad companies and business men of the city are agitating the plan for deepening it, so that vessels drawing twenty-eight feet of water can reach the city.

EXPORTS FROM HAMPTON ROADS.

Miscellaneous Shipments To Be More Concentrated at Newport News and Norfolk's Coal Trade Increased—Some Official Statements.

The United States Shipping Co. has made an agreement to handle the export business of a number of steamship lines having schedules between Norfolk, Portsmouth and Newport News and foreign seaports. The lines interested include the Holland-American, the Lord, the Union, the Phoenix and the Donaldson, sailing to London, Hamburg, Rotterdam, Antwerp, Glasgow, Amsterdam, Belfast and Dublin. It is understood that the Chesapeake & Ohio Steamship Co. will continue to serve Liverpool and London, as heretofore, with its vessels. It is officially announced that the Norfolk & Western, the Southern and the Chesapeake & Ohio railway companies have entered into an agreement to develop the export business through the agency referred to. Vice-President St. John of the Seaboard Air Line, whose terminals are at Portsmouth, is authority for the statement that it has not been approached to enter the combination, and is entirely independent of it.

As readers of the Manufacturers' Record are aware, the export business from what might be termed the cities on Hampton Roads has increased largely within the last few years. Several of the railroad companies arranged with various steamship corporations to operate lines to European and other ports to handle their individual freight. It has been the custom for a vessel to take on part of its cargo at Newport News, for instance, then proceed to Norfolk or Portsmouth to complete it, and vice versa. The expense of transferring ships of the size which serve these cities from one port to another, the time lost in stopping and getting under way and the item of additional labor has amounted to a large sum annually, and the plan proposed, it is understood, will considerably reduce the expense not only to the steamship companies, but to the railroad companies. Much of the freight transferred between the cities is carried in bulk on ear floats, as well as to Cape Charles, one of the terminal points of the New York, Philadelphia & Norfolk Railroad. For several years floats or barges capable of carrying from twenty to twenty-five cars have been taken from Cape Charles to Norfolk and Portsmouth daily, although the distance is forty miles.

As a very large quantity of breadstuffs, salted provisions, metals and manufactured products for export come direct to Newport News over the Chesapeake & Ohio and its connections, it is intended to make this city one of the principal loading points for such freight, and much of that which is received at Norfolk and Portsmouth will be barged to Newport News. The general agent of the United States Shipping Co. at Norfolk, however, informs a representative of the Manufacturers' Record that whenever it is more convenient for a vessel to take on cargo at Norfolk or Portsmouth a ship will be sent to these wharves directly. Norfolk and Portsmouth have been the natural receiving points from the South proper for Southern exports, such as cotton, lumber and naval stores, etc. Most of the cotton has been sent to North Atlantic cities for shipment abroad, the Old Bay Line, Merchants & Miners' Transportation Co. and the Old Dominion Line carrying it to the ports mentioned, thus largely increasing their freight business. The Norfolk & Western, reaching extensive coal fields, has of late been crowded with this traffic, and its shipping facilities at Lambert's

Point are taxed to the utmost to fill both foreign and domestic orders. The shipping arrangement referred to will in no way affect shipments of coal from Norfolk, except to probably increase them. Work is soon to begin upon the additional coal pier at Lambert's Point, which will practically double the loading facilities there. As an indication of what the coal and coke exports mean, during the year ending June last nearly 500,000 tons were sent to foreign ports, saying nothing of the immense quantity of bunker fuel supplied. The foreign and domestic trade combined has increased from 1,672,000 tons in 1896 to 2,101,000 in 1899. It is probable that the coal business at this port will be doubled within a few years by reason of the rapidly-growing foreign demand.

It is claimed that the plan which is to be carried out in developing the general cargo business will undoubtedly effect a large reduction in what might be called port expenses to the steamship companies serving the three cities named. With one agency to represent the several lines, they will be working in harmony, and the outcome will be to greatly increase the foreign business from the Hampton Roads cities taken as a whole. The terminals at Newport News, which are among the best in the world, are admirably adapted to handle this. The elevator capacity alone is about 2,500,000 bushels, while vessels can be loaded from no less than ten different piers arranged for the direct and economical transfer of freight of all kinds. The coal export trade of this port, already very heavy, is growing very rapidly, and all indications point to the possibility of Newport News and Norfolk becoming the greatest coal-shipping center of the world.

In further explanation of the plan Mr. Henry Fink, president of the Norfolk & Western, writes the Manufacturers' Record as follows:

"As you probably know, efforts have been made during the last thirty years to establish direct lines of steamships from Norfolk to foreign ports. These efforts have failed, mainly because the export business through Norfolk was not of sufficient volume to support regular lines of steamships, and because the bulk of the traffic was one way, eastbound. Recently the Norfolk & Western, Southern and Chesapeake & Ohio railways have formed a combination for the purpose of establishing regular lines to Hamburg, Rotterdam, Amsterdam, Glasgow, etc. Some of the steamers will sail direct from Norfolk. Others will sail from Newport News, and, of course, in that case the freights from the Norfolk & Western and Southern railways will have to be transferred to that point. On the other hand, the Chesapeake & Ohio Railway will transfer some of its freights to steamers sailing direct from Norfolk."

Vice-President Finley of the Southern Railway Co. writes as follows:

"The Chesapeake & Ohio Railway, the Norfolk & Western Railway and the Southern Railway have entered into an arrangement, whereby these three lines should deliver freights at both Norfolk and Newport News for export to London, Liverpool, Hamburg and Rotterdam, and the sailings to those various ports are to be made from both Newport News and Norfolk. Under this arrangement it is designed that steamer sailing direct from Norfolk shall take freights not only from the Norfolk & Western and Southern Railway, but also the Chesapeake & Ohio, Seaboard Air Line and Atlantic Coast Line; likewise boats sailing direct from Newport News shall take freights from that point from the several roads named. There is no direct steamship service from Norfolk to Antwerp, Belfast, Amsterdam, Dublin and Glasgow, but

under the proposed arrangement the roads entering Norfolk will be in position to send their freights to those ports from Norfolk and Newport News, such latter arrangement being in connection with the United States Shipping Co., which has those sailings direct from the port of Newport News. It is expected that upon the establishing of the new arrangements our company will not only enjoy a very satisfactory service, but a more satisfactory one than has been our privilege at any time in the past."

Thomas S. Davant, general freight agent of the Norfolk & Western, makes the following official statement:

"The facts are that the Norfolk & Western, Southern and Chesapeake & Ohio railway companies have entered into an agreement to build up the export traffic through Hampton Roads. Under this agreement there will be direct sailings to London, Liverpool, Hamburg and Rotterdam from both Norfolk and Newport News. To Antwerp, Glasgow, Amsterdam, Belfast and Dublin the sailings will be from Newport News direct, and the Norfolk & Western and Southern railways will deliver their freight for these ports at Newport News. There has been no service from Norfolk to these ports. Experience has shown that there is not sufficient traffic to maintain independent steamship service from Norfolk to all the ports named, and the plan referred to was decided upon as the surest way of securing permanent steamship lines from the ports of Hampton Roads."

The Outlook in Texas.

Relative to the prospects in Texas, Mr. Fred H. Jones, general passenger agent of the St. Louis Southwestern Railroad Co., was recently quoted as follows in an interview:

"In Central and North Texas the farmers never had better crops in their lives, and, so far as the cotton is concerned, none of them have a complaint to urge. They know that prices are good, and they are happy. In South Texas the cotton is short. The wheat in those portions of the State where this cereal is produced is plentiful and the yield is as satisfactory to the farmers as the cotton crop is. I believe that the agricultural masses of Texas will have more money this winter than they have ever had before at any one time in their lives."

Engine Works Seeking Location.

Opportunities are constantly arising for Southern cities to secure the location of important industrial establishments. Proximity to satisfactory transportation facilities and a supply of materials consumed are factors in securing such manufacturing plants. The Binghamton Gas Engine Co. is now seeking a suitable location for large works, which it will build for the production of portable stationary and marine gas and gasoline engines. Centrally-located cities desirous of adding to their industries are invited to correspond concerning this plant. E. C. Inderlied, 33 Ross Block, Binghamton, N. Y., can be addressed.

The South Carolina Interstate and West Indian Exposition Co. of Charleston has been incorporated, with F. W. Wagener, president; W. H. Welsh, vice-president; J. H. Averill, secretary, and Samuel H. Wilson, treasurer.

The Raleigh Chamber of Commerce has elected Josephus Daniels, president; Frank T. Ward, Charles Pearson, T. B. Womack, vice-presidents; George Allen, secretary, and Joseph E. Pogue, treasurer.

NEW ENGLAND COTTON MANUFACTURERS.

Features of the Meeting of the Association at Washington, D. C.

More than 100 members of the New England Cotton Manufacturers' Association attended the semi-annual meeting of that body at Washington, D. C., this week. Welcoming addresses were made by Secretary of the Treasury Gage and Secretary of the Navy Long. The latter, after alluding to the growth of the textile industry, which he had witnessed, said:

"Your vast capital represents men whose work and skill by the hands determine what laws should be framed. The vast amount of money which you put into investment and the pay of labor finds its investments again in the bonds and securities which the country advances, and for the stability of which the laws of the country are responsible. This gathering of men represents capital, labor, skill, thrift, savings and the securities of our country. Therefore, the condition comes that the country stands on the rock of industry, thrift, fidelity and citizenship, and you represent one of the greatest governing forces of the land."

President D. M. Thompson of Providence, R. I., in responding to the welcoming addresses, took the ground that in view of the vast amount of capital invested in the cotton textile industries of the United States, and demanding a larger market, duties devolved upon the members of this association at this particular time which are not as yet prescribed in the by-laws, and he said:

"The results of the war in the liberation of Cuba have established before the world the very highest ideal of honorable and unselfish dealing on the part of the United States. This, coupled with the acquisition of Porto Rico and the Philippine Islands, bears the impress of the influence, inspiration and direction of a Divine Providence—a condition which all Americans will do well to respect and accept."

"The time is near at hand when the strife and conflict of present political issues will be removed. This question will be settled, and the results are sure to be recognized as of incomparably greater value than is now possible to appreciate. The Philippine possessions are destined to become an important factor to the commercial interests of the United States, apart from the great natural resources they contain. This acquisition establishes a portal or entre into the trade of the Orient. Seven hundred millions of people are rapidly coming within the influence of western civilization. Its trade, even now of great interest, is destined to rapidly extend, and will become of almost incomparable value."

"American interests demand the most careful attention in their relation to this market. The rapidly-increasing product of American labor must look for relief. It is the duty of the government of the United States to safeguard this interest with the most zealous care."

"The questions of vital interest at the present time are: Will the spirit of American enterprise and its productive labor permit a disturbance of existing conditions and present policy in the acquisition of foreign markets, wherever they may be found, or allow the doors to the trade of China to be closed against them? If these questions could be quietly presented to every American citizen, the appeal to reason and to common sense would not be in vain, for there are none who will knowingly exchange pleasure for sorrow, profitable employment for idleness, or prosper-

ity for adversity. All may rest assured that the very life of our people, their comfort, pleasure and continuing progress toward higher planes and better spheres of activity—conditions applicable to all, whether rich or poor—are possible only through the support and maintenance of present national conditions. Considerations of national honor, the perpetuity of our free institutions, the security of vested interests, the investment of capital necessary to the continued development of our natural resources, the earnings of American labor and its savings, together with the peace of mind, the contentment of all our people and the continuance of the present condition of unparalleled prosperity, are sufficient to justify the earnest personal interest and influence of every individual and business organization in the United States of America who desires a realization of that quiet, restful enjoyment of the proverbial 'peace on earth and good-will among men.'"

Factories and Society.

Among other interesting papers presented at the gathering were several bearing especially upon the South. Hon. Carroll D. Wright, chief of the bureau of labor statistics, read an exhaustive address dealing with "The Factory as an Element in Social Life." A superficial study of the factory in almost any community would, he thought, lead to the conclusion that it has a deteriorating influence upon the operative as well as upon the surrounding population. Before he began the investigation of social and economic conditions, thirty years ago, he adopted the superficial view. He was obliged to change his attitude after studying the real relation of the factory to common everyday life. The popular mind naturally adopted the superficial view. Most writers thought the factory only beneficial in an economic sense, but few believed that the factory had been of itself, and through its own influence, an element in civilization, lifting up the social life of the people.

The glamor which surrounded the factory in the early days of its establishment in this country caused many erroneous conclusions. The establishment of the textile factory in the South led to the employment of a body of native people, born and bred in the South, popularly known as native whites, who had lived a precarious existence, always in antagonism to the colored people, looking upon work as degrading, because of the peculiar institution of the South. Today these people were furnishing the textile factories of the South with a class of operatives not surpassed in any part of the country. The experience of the South was simply that of other localities. The factory meant education, enlightenment and intellectual development utterly impossible otherwise to a class of people who could not reach these things in any other way. It was an element in social life, and was, by its educational influences, constantly lifting the people from a lower to a higher grade.

"We hear a great deal about the sweating system," continued Mr. Wright. "The popular idea is that it is a product of modern industrial conditions. The fact is it is a remnant of the old industrial system. It is the old hand system projected into our time. Once universal, the sweating system is now limited to two industries, and is gradually being eliminated. The social life of sweaters can be improved

only by lifting them to the grade of factory operatives."

America's Textile Outlook.

Mr. Richard H. Edmonds, editor of the Manufacturers' Record, in his paper on the American textile industry from a Southern viewpoint, sketched the situation during the ten years before the war to show its similarity to present conditions, quoted figures comparing the consumption of cotton in New England and Southern mills during the past fourteen years, and said:

"In some quarters much alarm has been expressed at the inroads upon the industry in this country made by the South and the more rapid increase in that section than in New England, as indicated by the steady increase of consumption of cotton in Southern mills, the building of new mills and the enlargement of older ones. Side by side with these expressions have been suggestions that capital was making a mistake in investing in Southern mills; that New England mills should change their financial methods and their organization, or should equip themselves throughout with the latest machinery if they hope to hold their own; that they should improve upon finer grades, or that in the culture of flax and the manufacture of linen the North should find compensation for possible loss of prestige as a cotton manufacturer. Meanwhile, one distinct advantage of the South, but by no means a preponderating one—its supply of mill labor—has been the subject of agitation in a spirit on its surface unfriendly to the South, and, judging from experience elsewhere, unfortunate for the mill worker and the mill owner. That the mill owner of New England, rather than the mill worker there, has taken the lead in this agitation, which has even gone to the extent of an attempt to secure an amendment to the national Constitution permitting Congress to interfere with the relations of employer and employee in any part of the country, seems to point in any other direction than that promotive of the policy which must prevail if American manufacturers are to reap the rewards which will be theirs if there be no interference with natural laws."

"If the sale of the products of American mills were to be confined to the United States, there might be reason for alarm in the older sections at the onward march of the Southern mills, for it is certain that they are to dominate in the manufacture of the coarser grades, and there is no reason to believe that they will not have a constantly-increasing share in the trade for finer goods. This fact is appreciated by long-headed men in other parts of the country than the South. A good many millions made in manufacturing cotton at the North have been invested in Southern cotton mills, New England concerns in some instances having bodily extended their own operations to the South, notably the Dwight Company at Alabama City, Ala.; the Massachusetts Mills at Lindale, Ga.; the New York Mills at Aragon, Ga., and the Merrimac Manufacturing Co. at Huntsville, Ala."

"These excellent straws are indicative of the New England spirit that is not accustomed to stand up and take a beating, which, like that of Old England, claims the world for its field, and is ever ready to face every danger, and which is shrewd enough and bold enough to meet a threatened competition more than halfway and to domicile itself as a participant in the profits of that competition. In the same spirit as that which led Samuel Slater to venture from Old England to New England, getting closer to the supply of raw material; which gave Francis Cabot Lowell the impetus to develop mill organization and to make improvements

in textile machinery, and which was the inspiration of George Draper of Hopedale, learning as a youth by actual work in the cotton mill the details of repairing and installing machinery, to become an inventor and manufacturer of steadily-improving machinery, until his firm is now one of the greatest makers of machinery in the world. These men are but types of the thousands and tens of thousands who in a section with comparatively few natural advantages have created the marvelous industrial life, the wealth, the civilization of New England. Their works do follow them."

"The same unconquerable spirit is seen in such Southern mill centers as Charlotte, Spartanburg, Augusta, Columbus, Greenville and many other Southern mill towns. The South is able to add to native ability and business instincts the knowledge and experience gained, often at great cost, by the ablest men of their section. At the same time it is able to embody in buildings the latest designs and to equip them with the most approved machinery, whether operated by direct water-power, by electric-power or by steam; and it is certain that no mill in the North may be run by coal brought to the surface in digging for the foundations of the mill, as was done in Alabama, and in available water-powers safe from ice and floods the South has enough and to spare."

"In spite of mistakes here and there, the cotton-mill policy of the South has been characterized by eminent conservatism financially and thorough progressiveness mechanically."

He contended that the progress made by Southern cotton mills and the hopes of greater advancement did not imply that the South regards New England's industrial future as uncertain. He said:

"The South has seen New England overcome its natural disadvantage; it has seen manufacturers more than take the place of whale fisheries waning in the face of the discovery of petroleum; it has seen farms deserted for the mills, or for richer soil in other parts of the country, becoming fields for dairying and for the raising of poultry and other products demanded by an increasing population of manufacturing cities and towns; it has seen the growth of immense factories turning out textile machinery or working the metals to be used in that machinery, despite the drift of the iron-producing energies to Pennsylvania on the way South, and it is confident that whatever may happen within the next twenty-five years in the textile field, whatever may be its own achievements there, New England will hold its own. It knows, too, that in a union of co-operation of all the textile interests of the country there will be a steady betterment all along the line in spite of temporary setbacks."

"The limits of further improvement in the textile industry in this country have not yet been determined. Inventive skill has not yet reached its climax. Until it does we need have little fear for the future of our great American industry, provided we leave nothing undone which may legitimately place us in control of the great markets south and west of us—markets populated by two-thirds of the inhabitants of the globe, the majority of whom will need cotton goods in amounts increasing by geometrical progression, and provided we strengthen the abilities of our own textile-manufacturing population."

Mr. Edmonds was pronounced in his opinion that American mills must have foreign markets. On this point he said:

"International events since 1898 have opened one way for the overcoming of many of the difficulties which we have

hitherto been obliged to meet, and have placed the United States in a position to command a greater trade. We must avail ourselves of the opportunity, first, by improving our trade connections by individual effort, or by co-operation; and, second, by inducing such legislation as may provide promptly, and at the lowest ultimate cost, rapid communication with our new possessions in the Pacific and Atlantic, with the Latin Americas and with the peoples of the Southern Pacific.

"It is hardly necessary for me to tell you where the South stands toward such a programme. It stands today just where it stood fifty years ago, when political agitation turned its attention from industrial aims to the contest of 1861-65. Nearly a year ago leading cotton manufacturers of South Carolina united in a demand that the powers of this government should be exerted to maintain equal opportunities for trade of all nations in the great empire of 450,000,000 inhabitants, now racked by internal confusion, knowing full well that in a free-for-all contest the textile trade of this country, based upon the advantages of the South, would in the end hold no second place. Six months later the Southern Cotton Spinners' Association, meeting at Charlotte, North Carolina, took up the work of the ante-bellum South, so rudely interrupted forty years ago, and went on record as favoring the construction of the Nicaraguan canal, giving a quick and cheap route to the Pacific coast and the Orient; the appointment under national auspices of a commercial commission to visit the East for the purpose of studying the requirements to be met there by our exporting manufacturers, and the passage of a bill intended to encourage our ship-building interests. These acts express the general attitude of Southern textile manufacturers toward the great problem before this country. They mean that the South, in a broad national spirit, is working for the interests of all in the knowledge that thereby it will have its own due reward.

"Our iron and steel makers now lead the world in their output; they are the dominating factors in the world's iron and steel trade, and it can almost be said that no great iron bridge is built and no railroad laid anywhere on the face of the earth but what America sets the price. We have conquered the world in iron and steel, though our advantages for that industry as compared with the advantages of other countries are not as great as are our advantages for supremacy in cotton manufacturing. What they have done may well be an inspiration to our textile leaders. The world is our market, and unless our cotton manufacturers go in and possess it they will be forced to admit that they are not equal in daring genius and broad leadership to the giants who have made America the supreme power in the world's iron and steel interests.

"The South proposes to do its share; though it has scarcely laid the foundation for its work, it boldly enters the field for its share in the world's trade. The South has watched with wonder, with admiration, perhaps, sometimes with jealousy, the virility, the energy which have enabled New England's people on the artificial foundation of imported cotton, imported coal, imported pig-iron and imported foodstuffs to rear such a marvelous structure of industry, to create such vast wealth, and with its wealth to build such magnificent churches and endow such splendid seats of learning; and while giving all honor to the men who have done this, it bids them enter a friendly rivalry where there is room enough for all for the broadest possible expansion of America's textile interests—a rivalry

which should be free from all sectional bitterness, and in which it should be remembered that as our country practically holds a monopoly of the world's cotton crop, it should never be content until it holds to the same extent a monopoly of the world's cotton-goods production."

Southern Possibilities.

Mr. R. H. Miller, Jr., of Charlotte, N. C., spoke on "The Possibility of Cotton Manufacturing in the United States, and Especially in the South." He traced the phenomenal growth of the industry since 1890, and estimated that with the same ratio of increase for the coming decade New England will have 16,875,000 spindles, the South 24,000,000, and all other parts of the country 1,700,000. He added:

"With the same ratio of increase in consumption, we would then consume 8,000,000 to 8,500,000 bales of cotton, or 87½ per cent. of the total American crop of 1890-1900. Allowing 12½ per cent. of the crop as reserved stock to be held by the mills, the United States would consume and control her entire production. With this condition of things would come two-fold benefits: First, the ability to dictate the price of the raw material; second, the absolute control of the cotton-goods trade of the world. This condition, in my judgment, is the end for which we should strive, and the combined efforts of New England, with her skill and experience, and the South, with her pluck and perseverance, can accomplish these results and finally reach the goal of our greatest expectations.

"In addition to the two great fields, the production of cotton on the one side and the manufacture of cotton goods on the other, the South is full of other possibilities. She is rich in yet undeveloped wealth, in lands, agriculture, timber, coal, grain, minerals, etc. Her valleys are rich and fertile; her mountains are rich with ores; her plains are rich with the ripening grain; her rivers are rich with undeveloped power. With an endless variety of diversified products, with a natural geographical position unsurpassed for the manufacture of cotton, with all of these things, and with increased trading facilities, the possibilities which spread out before the South today seem unlimited.

"She has the raw cotton at her mill doors, good transportation lines and easy access to the ports, economical power, both steam and water, low cost of lands and material, low valuations and low tax rates, cheap fuel, low labor costs and long hours.

"Her mills are of the latest designs and equipped with new and improved machinery, officered in the main by men of experience, intelligence and business sagacity; her labor is reliable and trustworthy. What tenable reasons, therefore, can be advanced against her continued growth and prosperity?"

Cheap Cotton Culture.

Dr. Walter H. Evans of the Department of Agriculture presented a scholarly paper upon the cotton plant, its varieties and its culture, and in conclusion made the following remarks, suggestive of the necessity for the production of cotton by the South at low cost:

"By the steady advance in the efficiency of machinery, the extension of the cotton area and better methods of cultivation, the annual cotton crop of the United States is now nearly 11,000,000 bales of 400 pounds each. India produces about 3,000,000 bales a year, and Egypt a little less than 1,000,000 bales. During the civil war, when exportation of cotton from this country was shut off and the price jumped from thirteen cents a pound in 1861 to over a dollar a pound in 1864, great efforts were made in many countries to build up a cotton trade that would

eventually supplant the American. So long as prices were abnormally high, cotton was grown in the whole Mediterranean region, Indian production was stimulated and Australia was lauded as the future empire of King Cotton, but with the return of peace the planters repaired to their plantations and within less than ten years we were exporting more than before, and at the same time home consumption had increased with even greater rapidity. The United States thus quickly reasserted her supremacy in cotton production. Can she maintain it in the future? For the near future she unquestionably can, if she so desires, but it must be recognized that Brazil and Mexico on this continent have vast possibilities if properly developed, and the Dark Continent may learn to utilize the vast areas of agricultural lands said to exist in the Soudan and elsewhere. Asiatic Russia is advancing rapidly, and the production there has increased so that Russian imports have fallen off 50 per cent. in ten years. These countries, together with Egypt and India, to say nothing of the unknown possibilities of regions south of the equator, may in time compete closely with us in production of raw cotton, but perhaps by that time the whirl of countless spindles and the hum of many looms may take the place of the shout and song of the field hand, and this country become the cotton manufacturer of the world."

The Chinese Trade.

Bearing upon the growth and the manufacture of cotton was the paper by Mr. Daniel Moore Bates, Jr., of Wilmington, Del., on "Our Cotton Export Trade With China." He sketched the movement of cotton in the direction of the great empire, the lines of travel followed by it, and in conclusion made the following points:

"The present disturbances in North China, while upsetting our trade for the moment, will be but a ripple on the surface, and in the end will make for good if they bring about the reorganization of the Chinese government as above indicated. If, on the other hand, the Boxer rebellion leads to the division of China into 'spheres of influence,' our trade is bound to suffer. In this case Manchuria and Northern China, including our two great distributing ports of Newchwang and Tientsin, would come under the sway of Russia; Chefoo, the third great center for our goods in the North, under Germany, while the Yangtze Valley, in which our trade is at present insignificant, would be the only sphere controlled by a foreign power on whom we could rely to afford us the same trade privileges we now enjoy. With the integrity of China maintained, and our present treaty rights preserved, there is no reason why America cannot gain the lion's share of trade. The returns from year to year show that we can more than hold our own in competition on equal terms. Russia at present writing occupies Newchwang, though under pretext of military necessity, and has promised to withdraw. If she at any time openly declares her sovereignty over what she already has largely absorbed—the whole of Manchuria and Northern China—our growing trade will soon be cut off by Russian imposts.

"Our total export trade to China has quadrupled in five years.

"Our cotton exports have more than trebled in the same time.

"Our cottons comprise two-thirds of our total exports.

"Nine-tenths of all these cottons go to Manchuria and Northern China.

"Only one-thirtieth of this northern market has yet been reached, not to mention the rest of China.

"Shall our Southern mills continue to

supply this market, or shall it be turned over to the mills of Southern Russia?"

"Our secretary informs me that this is distinctively a Southern meeting. If so, no question has more urgent claims upon you than this. If you value what you have earned for yourselves, see to it that in the coming settlement in the Far East your influence sustains our government in an unflinching stand for the integrity of China and the 'open door.'"

Other papers on the programme were "American-Grown Egyptian Cotton," by Lyster H. Dewey of the United States Department of Agriculture; "The Use of Stationary Cells in Place of Rotating Cylinders in the Drying of Textile Fabrics," by Charles H. Fish of Dover, N. H.; "The Uses of Cotton Waste," by Edward W. Thomas of Lowell, Mass.; "Putting Up Yarns for Use and for Market," by F. H. Bishop of Boston, Mass.; "Yarn Testing and Testing Machines," by Geo. R. Smith of Ossett, England; "Friction Clutches," by Richard H. Hill of Boston, Mass.; "New Methods of Combing Cotton," by E. W. Atkinson of Boston, Mass.; "Development of Textile Patterns in Former Centuries," by Prof. Paul Schulze of Crefeld, Germany, and "Markets for American Goods," by D. A. Tompkins of Charlotte, N. C.

HAS SEEN ITS WORST.

A Bright View of the Future of the South.

In a letter to the Manufacturers' Record Mr. Bright Williamson, president of the Bank of Darlington, Darlington, S. C., writes:

"The business interest of this section is in better condition than it has ever been at any previous time. The South for a generation has been slowly but firmly solving greater questions than money making or financial prosperity—graver questions than any which have ever confronted any civilized people—and had proven to the world that out of all the chaos and confusion that the South is distinctly a white man's country, and that both he and the negro can live here in assurance of the proper and just solution of all racial and social problems, and that as many safeguards are thrown around the protection of life and property as anywhere in the civilized world. The stability and assurance of whatever prosperity comes to the South rested and depended upon the solution which has been taking place of these problems, and the South of its own strength and determination has settled her peculiar condition to the satisfaction of the intelligent business world, and those who, through our perplexities, have been our financial friends have been rewarded, for but few investments made in any section have been attended with fewer losses or paid better than those made in the South.

"It is a mistake to suppose that the laws of the Southern States are opposed to capital, or are as stringent on corporations as the laws of other States and countries, for the people of the South welcome those who come with brains and capital to aid and to share in the development of their resources.

"The South is and has been principally an agricultural section, and that interest particularly is prospering and has still greater future possibilities accompanying the developments of the manufacturing interest. Cheap railroad rates, giving better and quicker markets for our products, and the demand at home by those who are and will be employed in factories, will in future largely diversify the products of the farmer. Already we think that the 'prosperity' has at last reached the cotton fields."

"The manufacturing interests has pros-

pered in every line in the South, and her resources are so undeveloped that the future is as bright as the past, and with the development of that interest and the wonderful improvements and advancements being made on the farms, and the condition of the farms, the mercantile and other business interests are obliged to and must prosper.

"The South has already seen its worst, and repetition of those conditions can never come again, and the facts cannot be repeated. When we do not remember the difficulties we have survived and what the South has been doing as the basis of our future wealth and growth, we often wonder, with the great resources of soil, climate, minerals, timber, etc., that the South is not far richer than it is."

THE TEXAN OIL FIELDS.

Their Wonderful Development Within Six Years.

[Special Cor. Manufacturers' Record.]
Corsicana, Texas, October 13.

Within five years the production of crude petroleum has grown to be one of the most important industries in Navarro county, Texas, the amount of money paid out for the product of the Corsicana field annually being considerably over \$1,000,000, and as production is steadily increasing as development work progresses and new producing wells are added to the list, the amount of money paid out, notwithstanding oil prices fluctuates considerably, is also steadily increasing, and this, with other industries, makes Corsicana one of the best business points in Texas. The population is steadily increasing and new industries are being started, all as a result of the discovery of the valuable oil deposit right in the heart of the city.

It was while drilling an artesian well in May, 1894, that petroleum was discovered here at a depth of 1040 feet by the Corsicana Water Development Co. The oil in this well was not in paying quantities, the daily output not being more than three barrels a day, but the discovery stimulated private individuals to begin prospecting, and the result was that a number of wells were drilled in by H. G. Damon and Ralph Blaton of this city, who have associated with them Goffy & Gaily of Pittsburg, Pa. No pay oil was struck, however, until a well was drilled in East Corsicana on July 1, 1896, in which, at a depth of 1035 feet, good oil was struck, the daily output of the well being twenty barrels a day. On August 5, 1896, another well in the same part of the city was drilled in, the daily output of it being twenty-five barrels.

These last two wells gave oil development an impetus and resulted in the organization of the Southern Oil Co., composed of local people, among them being H. G. Damon, Ralph Blaton, Dr. S. W. Johnson, Fred Fleming, A. Templeton and others. The organization of this company was followed by the organization of the Texas Petroleum Co., the Corsicana Oil Co., the Navarro Oil Co., the Garitty-Mills Company and numerous others, while individuals in large numbers entered the field of oil development.

The product of this field was submitted to Professor Harrington of the State Agricultural and Mechanical College for analysis, and as the result showed the oil to possess a very large percentage of illuminant, having high commercial value, development work was pushed all along the line, and there was a scramble for oil leases in all parts of the country. The analysis made of the oil by Professor Harrington showed that it furnished the following distillates: One-half liter, or about one-half pint, was subjected to distillation, and the following fractions obtained at the respective temperature, ex-

pressed in degrees of the centigrade scale: Began to boil at 80 degrees; between 80 degrees and 90 degrees gave off 16.4 per cent. of its volume; between 90 degrees and 110 degrees gave off 7.8 per cent. of its volume; between 110 and 140 degrees gave off 10.4 per cent. of its volume; between 140 and 170 degrees gave off 9.2 per cent. of its volume; between 170 and 200 degrees gave off 3.6 per cent. of its volume; between 200 degrees and 280 degrees gave off 16 per cent. of its volume; between 280 degrees and 305 degrees gave off 11.2 per cent. of its volume; above 305 degrees gave off 15.8 per cent. of its volume, making the total volatile matter about 90 per cent., leaving a coke residuum of about 10 per cent.

Reported in a different way for the purpose of comparison, results were obtained as follows:

Crude oil from	Specific gravity 15 deg. c.	Began to boil at deg. c.	Came over under 150 deg. c.	Between 150 deg. c. and 300 deg. c.	Over 300 deg. c. per cent.
Corsicana.....	821	80	34.6	40	15.8
Pennsylvania....	818	82	21.0	38	40.7
Galacia.....	824	90	26.5	47	26.5
Baku.....	859	91	23.0	38	39.0
Alsace.....	907	135	3.0	50	47.0
Hanover.....	899	170	32	68.0

It will be seen from the above that the Corsicana oil compares favorably with the Pennsylvania product, which generally yields in product 60 to 75 per cent. of burning oil of first and second quality.

The commercial value of the oil having been ascertained, a rapid development of the field followed, and producing wells, yielding from five to fifty barrels of oil per day, grew day after day, and the stock of oil increased so rapidly that tankage facilities were exhausted, there being no market here for the oil except for fuel purposes, and that market was a very limited one. Tanks filled and overflowed, the oil going to waste, and producers were glad to get rid of it at fifty cents a barrel, notwithstanding oil of no better grade was selling in other fields where there were pipe lines at \$1.10 per barrel. This situation was a gloomy one, but an improvement came when J. S. Collinan of Washington, Pa., stepped in and contracted for 100,000 barrels of the oil at fifty cents and at once began putting in a pipe line and building tanks sufficient to take care of the entire output, present and future, of the field. Nearly all the producers in the field were parties to this contract, and being assured of a market for the oil at home, extended development work over an area ten miles long by five miles wide.

In 1898 development work increased rapidly, and producing wells increased in proportion. During the year producers were drilled in as follows: January, including all previous operations, sixty-six wells; February, nine producers; March, twenty-three; April, twenty-nine; May, thirty-one; June, twenty-four; July, twenty-six; August, thirty-eight; September, twenty-eight; October, twenty-three; November, twenty-three; December, twenty-seven, making a total 342 producing wells on January 1, 1899, besides four gas wells, furnishing large quantities of natural gas, which is utilized here for fuel and steam-making purposes.

In 1898 was commenced by J. S. Collinan a refinery with a daily capacity of 1500 barrels, which began operation early in January, 1899, its capacity since then having been largely increased, as was demanded by the increased output of the field. Month after month the tankage capacity of the refinery was increased, until now there are between thirty and forty tanks holding from 16,000 barrels to 36,000 barrels each, while others are being added as production increases. The

refinery buildings, tanks, machinery and pipe lines represent an expenditure of close to \$300,000, and the plant is the only one of the kind in the South. This concern, which is backed by unlimited capital, is the market for oil here, dictating prices to producers, who, in the absence of another available market, are compelled to accept the pipe-line quotations. However, prices since the first 100,000-barrel contract was made have gone up as high as \$1.11 per barrel, at which point a decline began and continued until now oil is selling at sixty-seven cents per barrel, which has caused a movement to build an independent refinery and pipe line.

A small refinery is being built at Houston, 250 miles south, and the company has contracted for 100,000 barrels of oil, which will be shipped to that point and refined when the plant is ready for operation. This, it is hoped, will have a good effect on oil prices.

Since January 1, 1899, development work has gone on uninterruptedly until the number of producing wells in this field on the 1st of October this year was 539, besides seventeen gas wells, the output of which is millions of feet daily.

The total output of the 539 oil wells is 3500 barrels a day, or less than seven barrels a day per well. Some of the wells, however, yield after two years' operation over thirty barrels per day.

The refinery is not able to refine the entire product, and large quantities of crude oil are shipped to Old Mexico, where it is refined by a company in a manner connected with the company here. There is a low duty on the crude article, which admits of its being shipped to Mexico and refined there at a much greater profit than the refined product could be shipped and sold. The residuum of the oil refined here is used in the mills and factories here for fuel, and is sold to them by the refinery at sixty cents per barrel after all the illuminant has been abstracted from it. The consumption of this residuum here, however, is not so large as the supply, and trainloads of it are shipped weekly to Sabine Pass, at which point it is loaded on steamships and shipped North, where the by-products are utilized for the manufacture of various articles of commerce.

In addition to the oil field in Corsicana, spoken of above, a new field has recently been opened near Powell, eight miles east, in which, at a depth of about 400 feet, oil of the lubricating variety has been found in paying quantities. One well in this field for nearly a week yielded 100 barrels a day, then subsided to a pumper, with an output of ten or twelve barrels a day—about the average of wells in that field. There is no market for this lubricating oil yet, but a pipe line will be built to the field in order to get it on the market.

Development work is still being pushed in both fields, and each month furnishes on an average of twenty-five producing wells, while the wells abandoned will average about nine per month.

The oil from the refinery is distributed through the Waters-Pierce Oil Co. to all towns in Texas, New Mexico, Oklahoma, Indian Territory, parts of Louisiana and Arkansas, a territory that has heretofore been supplied by the Standard Oil Co. people through their distributing agents. This refined oil, notwithstanding the low price paid for the crude product, is supplied the trade at a price higher than the same grade of goods is sold for in that territory that is supplied from the Pennsylvania fields. J. B. ROBERTS.

The Wilmington (N. C.) Merchants' Association has elected Col. William A. Johnson, president; N. W. Jacobi, vice-president, and P. Heinsberger, secretary.

TENDS TO UNIFORMITY.

Movement of Prices in the Birmingham Iron Market.

[Special Cor. Manufacturers' Record.]
Birmingham, Ala., October 16.

There was a more active demand for iron the past week, and sales were larger than has lately been the case. Still, in magnitude they could not be called important. Some pipe interests were in the market, and they led the buying. There was comparatively little friction about prices. Some low grades that were practically tied up were dumped on the market under pressure and brought only "bargain-counter" prices. It would be unfair to quote those prices as market, and the transaction is mentioned only as an incident. It is not probable that the transaction will be duplicated. One interest reports sales for the week fully equal to their output, while those of another interest aggregated about 7000 tons. In this latter was 700 tons of No. 3 foundry, which brought equal to \$10.50 regular. The same price was obtained for other lots. For No. 2 soft \$10.50 was price obtainable also. That grade and No. 2 foundry are usually the same price, but \$10.75 is the asking price for No. 2 foundry, and to buy it for less now is very problematical. One lot of gray forge held in adjoining district was sold at \$9, and the same grade went here at \$9.25, \$9.50 and \$9.75. To each price circumstances were tagged that influenced sale and price. No. 4 foundry is hard to quote correctly. In some cases it is the same as gray forge; in other cases sellers insist on a difference that in some cases amounts to fifty cents per ton. No. 1 soft is in price the same as No. 2 foundry. No. 1 foundry is very scarce, and ranges from \$12 to \$12.50. That goes in such small lots that its price cuts no figure in the market. These are about as fair market prices as can be arrived at, and, as far as possible, are based on actual transactions. One can readily see that some irregularity yet prevails, but that the tendency is more and more towards uniformity in price.

The Alabama Car Service Association reports the September movement of cars as approximately 33,700, as against 36,500 for the same time last year. The deficiency is explained by the fact that there was a diversion of cars to other points. Probably the true reason is that there was not such an importunate demand for them. The strongest kind of evidence as to the need of additional facilities for the prompt movement of freight is the action of the Southern Railroad in increasing its locomotive power in this district. Of thirty new and powerful locomotives recently ordered, about half are consigned to this district, and every one of them will be needed.

Just as affairs were straightening themselves out at the steel mill for a long run, "the union labor order" steps in with a demand upon the management to make their mill a union mill. There is no complaint on the score of wages and no specification of wrongs to be righted. The management has heretofore employed just what labor was needed and acceptable. When the scale was agreed to and signed in September the mill was running, as it had been since its opening, as an open mill. Then was the time to raise the question. But the opportunity was not ripe then, nor is it now. The management declined to grant the demand, and pointed out the fact that only three mills of like character in the United States were run as union mills, and they were of very limited capacity, and besides that, the mill here was paying higher wages than several other competing mills. There was "a walk out" of part of the force,

and the fight is now on. This is something new down here, and the outcome will be watched with interest. The mill is still running at this writing.

All mining operations are "flying high," and the output is simply limited by the amount of labor that can be obtained. Some operators in coal predict an increase of 1,000,000 tons in the output this year. It is simply a question of ability to produce it. If that quantity is produced the demand would still be unsatisfied.

J. M. K.

New Factories at Paducah.

[Special Cor. Manufacturers' Record.]

Paducah, Ky., October 15.

The past summer has been one of unparalleled prosperity and progress for Paducah. Thus far this calendar year seven new factories have located in Paducah, which, when in full operation, will give employment to 800 or more operatives. Never before in one year have so many buildings been erected here, almost all of which are substantial brick structures. There are now in process of erection the plant of the Paducah Brewery Co., which will cost \$100,000; the plant of the Paducah Coopers Co., which will cost \$50,000; the plant of Hiram Blow & Co., stove manufacturers, and the contract for the Alden Knitting Mills will be let this week. All these are new enterprises for Paducah. The Smith & Scott Tobacco Co., one of Paducah's most successful companies, has been incorporated, with largely increased capital, and will double its output. A \$10,000 addition to its factory is now being built. M. Michael & Bro., saddle and collar manufacturers, are building a \$30,000 factory and salesroom on Broadway; J. A. Bauer, proprietor of the Paducah Pottery, has just completed a warehouse and new kiln at a cost of \$10,000; the Martin Tobacco Co. is building a \$20,000 warehouse on the site of its plant which was burned a few months ago; Covington Bros., wholesale grocers, are erecting a \$15,000 warehouse; also a number of smaller business houses, costing about \$5000 each, have been erected this summer. A further evidence of prosperity is found in the fact that a larger number of costly private residences are being built than at any time before. There has never before been such a demand for dwelling-houses, large numbers of which are being erected. In fact, Paducah, though always prosperous, has never before enjoyed such a period of general prosperity.

To Encourage Industries.

[Special Cor. Manufacturers' Record.]

Radford, Va., October 12.

Radford, admirably situated for industrial purposes in Southwest Virginia, is being equipped with means to increase the number of industries there. The Radford Electric Light & Power Co. is putting in an 800-horse-power plant near the mouth of Little river, three miles from the city, and proposes to give to any new industry starting in Radford free power for one year, and after that it will enter into contract to furnish power on a basis of \$25 per horse-power per year. The city council will exempt new industries from taxation for ten years. Radford is on the Norfolk & Western Railway, 1800 feet above the sea in the bluegrass region of Virginia. There Pocahontas coal and Cripple Creek iron meet. It has nine churches, public schools, Albans School for Boys, electric car lines and street railway, plenty of good houses, stores and a fertile country around it.

The value of taxable property in South Carolina this year shows an increase over last year of \$2,891,595 in railroad property and \$1,067,636 in real estate.

FOREIGN TRADE.

This department is designed to set forth opportunities for the extension of the trade abroad of American manufacturers, and to record facts about the rapidly-developing commerce of the South.

MORE AMERICAN STEAMSHIPS.

Maryland Steel Co. Now Has Contracts for Five—Formation of Boston Steamship Co.

The Manufacturers' Record learns on good authority that the Maryland Steel Co. has secured another contract for the construction of two steamships, which will have a cargo capacity of about 12,000 tons and will be between 520 and 550 feet in length. The ships are to be devoted exclusively to freight carrying, and will be slightly larger than those for which the company has recently secured the contract from Messrs. Kidder, Peabody & Co.

The order represents fully \$1,000,000, and, including it, the Maryland Company leads all of the ship-yards in the United States in contracts so far secured for exclusive freight ships. Its work now on hand includes four vessels of a cargo capacity of over 11,000 tons, one vessel of 5500 tons, the largest floating dry-dock in the world, to be located at Algiers, La.; two seagoing dredges, which are the largest in the United States, and three torpedo-boats for the government. Altogether the contracts represent over \$1,000,000 in value.

The Boston Steamship Co. is the title of the organization which will operate the steamships ordered from the Maryland Steel Co. several months ago, upon which construction has just begun. The association is principally composed of shareholders of the Boston Towboat Co., which owns the steamships Hyades and Pleiades, also constructed at Sparrow's Point. It is capitalized at \$1,300,000 in preferred and common stock, and has issued bonds to the extent of \$650,000 at 5 per cent.

The title to the property of the company is to be held by trustees, Messrs. John Parkinson, Frank G. Webster and Alfred Winsor, who have agreed to purchase of Kidder, Peabody & Co. the vessels, for the construction of which Kidder, Peabody & Co. have contracted with the Maryland Steel Co. Kidder, Peabody & Co. are to pay for all expenses, to transfer to the trustees the vessels fully paid for and equipped for immediate service, and are to pay the interest upon the bonds until January 1, 1903, and also to pay to the shareholders interest at 5 per cent. upon the cost price of their shares until such time as the vessels are ready for service, which, it is expected, will be not later than January 1, 1902. Kidder, Peabody & Co. are to receive from the trustees, in full payment for the vessels and all services rendered, the entire issue of bonds and preferred and common stock.

A voluntary association is deemed more desirable than a corporation, for the reason that counsel advise that neither shareholders nor the steamships will be subject to taxation under Massachusetts laws except in so far as the trustees may be taxed upon annual net earnings of the vessels. Mr. Alfred Winsor will act as president of the company.

AMERICAN COAL ABROAD.

The United States' Position as a Fuel Supplier.

Consular reports to the State Department show the strong interest in other countries in coal of the United States. United States coal, for example, is mentioned in an advertisement at Rio de Janeiro of the Brazilian government for bids for 120,000 tons of coal to be opened

November 30. A sample of two tons of coal will be required early in November. From Frankfort Vice-Consul-General Hanauer reports negotiations for the promotion at Genoa of an association, mainly composed of Italian manufacturers and individuals, with a capital of nearly \$4,000,000, for the sole purpose of importing American coal. Consul George H. Jackson at La Rochelle, France, suggests that American mine owners may wish to capture the trade of the French State Railway that burns 220,000 tons of coal annually. He thinks that the road will soon advertise for offers to supply 40,000 or 50,000 tons of coal. The bids will be received early in November. The coal is to be delivered at La Rochelle in the company's cars, and the price per ton must include cost, transport and duty. A certain proportion of lumps is required. Consul Jos. I. Brittain at Nantes says that he has seen a letter from a leading Cardiff exporter in which the statement was made that there would be further advances in the prices of Welsh coals in consequence of the strike in the anthracite mines in the United States. He says that such an excuse for further advances in the price of English and Welsh coals is not sufficient, from the fact that there is so far but a small tonnage of American coal coming to Nantes, and no anthracite at all, but the facts are that the English operators think that American coal will cease to be a competitor in the Nantes market during the American strike, and, having nothing to fear from the outside, they will advance the price of coal for speculative purposes.

American Goods in Australia.

Molden & Budden, manufacturers' agents of Melbourne and Sydney, Australia, in a letter to the Manufacturers' Record, say:

"We are writing to one or two of your advertisers, mentioning your paper and asking for catalogues, etc., from which we trust some good may result.

"Our experience points to the fact that the sale of nearly all American products in these colonies is on the increase. The lines we are most in touch with, and for which there is a growing demand, include the following: Fencing wire, saddlery and whips, bar iron, arms and ammunition, furniture, sanitary goods of all classes, bedsteads, lampware, platedware, glassware, oils, paints, colors, tools, woodware, including axes, shovel handles, etc., general hardware shelf goods and typewriters. With the last-named article what is wanted is something cheaper than the standard lines already introduced and at a price more within the reach of the general public; for such an article there would be an unlimited demand.

"We shall be pleased to open up correspondence with any of your firms requiring direct representation for any of the lines enumerated or for any specialties requiring personal introduction and pushing. As we think we stated in our last letter to you, we have permanent showrooms here and in Melbourne, from which we work the whole of the Australian colonies."

Exporting Coal via New Orleans.

The possibilities of exporting coal from the Pittsburgh district by way of the Ohio and Mississippi rivers and New Orleans is attracting some little attention. It is stated that a number of the foreign orders for gas coal such as is produced in Western Pennsylvania have been received by Pittsburgh operators. It is believed that the fuel can be loaded on barges and sent to New Orleans to be loaded on steamships at a low freight rate. In an interview Maj. Charles F. Powell, United States engineer in charge of the govern-

ment interests on the Allegheny and Monongahela rivers, said the coal of the Pittsburgh district, in his opinion, could be placed in foreign markets successfully by the barge route as far as New Orleans and shifted to ocean carriers by modern loading devices. Improvements in this direction, he thought, would meet with much greater results than any attempts made now to build vessels which would carry the product without reloading the cargo at the Gulf.

Notes.

Five steamships were recently loaded in as many days with cotton at the Southern Pacific wharves in New Orleans. All the cargoes were assigned to North Atlantic ports.

The steamship Francisca, which cleared from Pensacola last week, carried 8160 bales of cotton, of which 6000 were round bales, 800 tons of pig-iron and 10,000 feet of walnut lumber.

An item of export in the near future will be the steel framework for an arsenal which is to be constructed by the American Bridge Co. at its Pittsburgh plant. The contract represents about \$300,000.

Messrs. J. P. Pettyjohn & Co. of Lynchburg, Va., have secured a contract to construct the wooden work for the coal pier to be built for the Norfolk & Western Railroad Co. at Lambert's Point. The contract represents about \$125,000.

William S. Iles of 20 East Cheap, London, writes to the Manufacturers' Record that he is seeking to obtain agencies for the control of American goods of any description. He adds that he has had experience for thirty years with all goods in the building trade.

A dispatch from Galveston states that the British steamer Irada cleared from there on October 13 with the largest cargo ever shipped from that port, including in round and square bales of cotton the equal of 26,400 square bales, 24,000 bushels of wheat and 2000 barrels of flour, the whole being valued at \$1,381,312.

F. Emerson Hoar of No. 23 Plaza Cerbanes, Manila, Philippine Islands, writes to the Manufacturers' Record that he is anxious to obtain the lowest export prices on finished and unfinished school furniture delivered f. o. b. vessel in New York harbor. He writes that the kind of goods desired are those in condition to be packed in the smallest space and unpainted.

According to a dispatch from Pittsburgh, Pa., the Carnegie Steel Co. is about to load four vessels with steel, which will be shipped from its docks at Conneaut Harbor on Lake Erie direct to Liverpool without breaking bulk. The vessels will pass through the canal system and Lake Ontario, thence by the St. Lawrence river and Gulf of St. Lawrence to the Atlantic. The vessels will have a cargo of about 1000 tons each.

The United Fruit Co., which has a line of vessels running from New Orleans and other Southern ports to Central America, it is announced, has secured the principal railroad in Guatemala. It is about 134 miles in length, and will probably be extended fifty-four miles further. It extends through one of the most productive portions of Central America, and will be utilized in carrying cargoes for the company's vessels to the loading ports.

During September the total pig-iron shipments from Alabama and Tennessee amounted to 110,400 tons, of which 55,029 tons were for export. The export iron shipments were 18,000 tons greater than any previous month since the South commenced shipping iron. The total value of pig-iron, cast-iron pipe and steel exported from the South in September was \$600,000.

RAILROADS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Central of Georgia Railway.

Elsewhere in this issue will be found a detailed report of the Central of Georgia Railway Co., which was referred to in the last issue of the Manufacturers' Record. The report is of unusual interest, showing, as it does, the prosperous condition of the company. The year has been a very important one in its history, what is known as the Chattahoochee & Gulf Railroad being leased and the Bruton & Pineola Railway acquired. The total mileage of these lines is 125 miles. They traverse one of the most productive sections of the South. Altogether, the Central is operating 1561 miles of line. During the year no less than 110 sidings were constructed, largely for the purpose of reaching industries along the line of the railway. Several large bridges were constructed, as well as depots at six different stations. Over 9000 tons of 80-pound steel rails were placed upon the main line, and twenty miles reballasted. It is also stated that industries representing nearly \$3,000,000 capital and employing about 5000 persons were located along the system during the year.

Large Orders for Rails.

Vice-President St. John of the Seaboard Air Line informs a representative of the Manufacturers' Record that this company has given an order for 10,000 tons of 85-pound steel rails, which are to be delivered as soon as possible. The rails will be made by the Maryland Steel Co. at Sparrow's Point, and will be used on the main line of the Seaboard. The order represents an outlay of over \$250,000.

It is also announced that the Chesapeake & Ohio and the Norfolk & Western railroad companies have placed orders for 25,000 tons of rails each, which will be manufactured by several companies, including the Carnegie. These orders are also to be filled as soon as possible.

In Good Condition.

At the annual meeting of the Suffolk & Carolina Railroad Co. the reports made showed that both freight and passenger business has been excellent, the receipts being the largest of any in the history of the company since 1892. This line is in operation between Suffolk, Va., and Montrose, N. C., a distance of forty miles, and is one of the most prosperous short lines in the South. The present officers were re-elected. The road is owned principally by a Baltimore syndicate. Mr. William H. Bosley, who is also president of the Queen Anne's Railroad Co., is president of the Suffolk & Carolina. J. H. Cottmann is vice-president, and John S. Gittings, secretary.

May Form a New Route.

According to a dispatch from Cumberland, Md., the West Virginia Central & Pittsburg Railway Co. has under consideration an extension from Montrose, W. Va., to a connection with the Pittsburg & Lake Erie Railroad near Uniontown, Pa. If the extension is built a new route would be formed from Pittsburg to the South Atlantic seaboard, as the Central is now completing a southern extension which will connect it with the Chesapeake & Ohio. This extension will probably be completed during the present year.

Bridge Across the Red River.

Arrangements have been made to construct a bridge across the Red river near

Natchitoches, La., which will be utilized by several railroad companies now constructing lines in that section of the South. The bridge will cost nearly \$100,000, and is to be built by the Alabama Bridge & Iron Co. of Decatur, Ala. The Manufacturers' Record is informed that it will be utilized by the Natchitoches & Red River Valley Railroad, which is now completed to the south bank of the river, and the Red River Valley, another company which has completed its line nearly to the north bank. The bridge will be about 800 feet in length.

Nashville's New Depot.

The union station recently completed at Nashville, Tenn., was opened for business with elaborate ceremonies, which included a procession, also a carnival and speeches by prominent citizens. The building, which has already been described in the Manufacturers' Record, it is understood, was conceived by President Milton H. Smith of the Louisville & Nashville Railroad. It is one of the finest depot buildings in the country, and is constructed of stone, with a tower 220 feet in height. It has four stories, containing the usual accommodations for passengers, with railroad offices on the upper floors.

New Georgia Enterprise.

In a letter to the Manufacturers' Record Mr. J. H. Hicks of Clarksville, one of the promoters of the electric line between Clarksville and Nacoochee, Ga., writes that arrangements have nearly been completed to build the line, and that work will probably commence in the near future. The Clarksville Tobacco & Manufacturing Co. has secured a charter for the line, and has been organized, with S. M. Chestnut, president; W. B. Hill, vice-president; J. H. Hicks, secretary, and W. S. Erwin, treasurer. It is expected that several industries will be located in the near future along the line.

A North Carolina Enterprise.

The Apalachian Land & Lumber Co. of Apalachia, N. C., has decided to rebuild the railroad line, which is now in operation to timber lands which it controls, also to extend it a distance of five miles. In a letter to the Manufacturers' Record Mr. W. W. Baggs, superintendent, writes that the necessary rails have already been secured for the extension, which is under construction. The company has recently completed a plant for making tannic acid, and is negotiating with parties with the view of building furniture and box factories in the section of the country which it reaches.

Norfolk & Western Officers.

The board of directors of the Norfolk & Western Railroad Co. have re-elected Henry Fink president, also the present official staff. The board of directors comprise the following: Henry Fink, F. J. Kimball, Walter H. Taylor, Joseph I. Doran, George Coppel, Victor Morawetz, Samuel Rea, John P. Green, James McCren, William H. Barnes and S. M. Prevost, the last five representing the Pennsylvania road.

A Report Denied.

A report has been circulated to the effect that the El Paso & Northeastern Railroad and the Choctaw, Oklahoma & Gulf Railroad has completed plans to effect a connection between the systems by building about 400 miles of new line. In a letter to the Manufacturers' Record Mr. Francis I. Gowen, president of the Choctaw, Oklahoma & Gulf Railway, writes that the report is altogether unfounded.

New Line Reported.

According to a Savannah dispatch, it is reported that the Peninsular & Occidental Steamship Co. may establish a line between Baltimore and possibly Savannah and Jacksonville. The Peninsular & Occidental Company represents the Plant and Flagler vessel interests in Florida. The first vessel of the line, it is stated, will be the Florida, which is to load her first cargo at Baltimore.

Line to Pensacola.

According to a dispatch from Pensacola, Fla., a company in which Hon. Russell A. Alger of Detroit is interested has decided to build a railroad line from that city to the town of Forshee, Ala. The company is known as the Alger Syndicate, and has become heavily interested in lumbering enterprises in the South.

Railroad Notes.

The Tennessee Central Railroad Co. has given an order for 350 coal cars to be finished as soon as possible.

The Chesapeake & Ohio Railway Co. has let a contract for the 600 coal cars recently referred to in the Manufacturers' Record, to the Pressed Steel Car Co. of Puttsburg, Pa.

At the annual meeting of the American Association of Passenger Agents, Thos. A. Garrigan of Huntington, W. Va., was elected president, and Fred D. Bush of Atlanta, vice-president.

A recent shipment of cattle from the vicinity of Mendota, W. Va., comprised 1600 head, which were purchased for the Chicago live-stock market. The stock required three trains to transport it.

The Southern Railway Co. has determined to place eighteen of the locomotives completed by the Richmond Locomotive Works in service on its Birmingham division, and is now delivering them.

The Southern Railway Co. has issued a pamphlet on hunting and fishing in the territory adjacent to its line, which will be of much value to sportsmen who desire to reach the best localities in the South for fish and game.

A steamboat has recently been launched on the Cooper river which was built entirely at the town of Monck's Corner, S. C. This and another ship-yard near Conway, S. C., have all of the facilities for building light-draft steamers.

A locomotive built at the Richmond Locomotive Works recently made a run on the New Orleans & Northeastern Railroad between Meridian and Lumberton, Miss., a distance of 113 miles, in ninety-seven minutes, including stops. The locomotive hauled one car.

The branch of the Norfolk & Western Railroad that shortens this line in the New River valley has been completed and is now in operation. It is eight miles in length, and by its use several heavy grades are avoided. The cost of its construction was about \$400,000.

A new plan to construct a union depot at Atlanta has been proposed. If the various railroad companies will guarantee an annual rental representing 6 per cent. of the cost, it is stated that the necessary funds will be raised immediately by outside parties. This proposition is now being considered by the companies.

The improvements being made by the Illinois Central at Jackson, Miss., include the enlargement of the freight warehouse at this point and the construction of about five miles of yards at an expense of \$50,000. At Tchula improvements are being completed at a cost of \$125,000, which include a roundhouse, six miles of yards, as well as a coaling station.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

\$300,000 Bleachery and Printery.

Active progress is now being made on the erection of an enterprise of considerable importance to Southern textile interests. It is the \$300,000 bleachery and printery at Clear Water, S. C., near Augusta, Ga., for the Clear Water Bleachery & Manufacturing Co. This will be the first general bleachery and printery in the South, there being but several isolated establishments of this character in existence now. The organization of this company and its letting of contract for \$50,000 buildings has previously been reported in this department. The contractor is proceeding rapidly with his work; the foundations are completed, and the superstructure is rapidly going up. The main building will be 33x76 feet, with two wings 83x225 feet and 51x196 feet, respectively; dyehouse will be 91x63 feet, and two storehouses 40x149 feet. The plant's capacity will be 8,000,000 yards of cloth weekly in bleachery and 3,000,000 yards in the printery. The operatives will number 125. A box factory and machine repair shop will also be operated. A. C. Freeman, formerly of New England plants, will superintend the new industry. Thos. Barrett, Jr., of Augusta, Ga., is the company's president.

The Cotton Movement.

According to the report of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, for October 12, the amount of cotton brought into sight during the forty-two days of the season was 1,730,587 bales, a decrease under the same period last year of 93,336 bales; exports were 726,569 bales, a decrease of 10,534 bales; takings by Northern spinners 140,030 bales, a decrease of 83,191 bales; by Southern spinners 177,540 bales, a decrease of 14,825 bales.

Textile Notes.

A cotton-mill movement is under way at Minden, La.

The Millen (Ga.) Cotton Mills will build an electric plant for lighting its mill and the town.

The American Spinning Co. of Denison, Texas, has authorized the increase of its capital stock from \$100,000 to \$200,000.

It is reported that the Norris Cotton Mills Co. of Catachee, S. C., has ordered 6000 new spindles and accompanying apparatus for the production of fine sheetings.

The Norfolk (Va.) Silk Co. has ordered 100 additional looms and complementary machinery, to be installed as soon as received. About 100 more operatives will be required.

The Tennille (Ga.) Cotton Mills will install a plant for lighting its mill and the town streets electrically. Sandersville, three miles distant, will also be lighted by the company.

The Athens Manufacturing Co., Athens, Ga., has declared a dividend of 15 per cent. on its capital stock of \$125,000. It operates 10,000 spindles and 350 looms in producing yarns and plaids.

It is said that the Durham Cotton Manufacturing Co. of Durham (East), N. C.,

has contracted for the erection of an additional building 100 feet square, to be used as a finishing and shipping house.

Messrs. J. A. Kretzschmar, Gertrude Kretzschmar, Isaac Mendel, W. W. Hayden and G. W. Stahlman of Memphis, Tenn., have incorporated the Memphis Lint Co., with capital stock of \$5000.

The proposed knitting mill for Staunton, Va., is now being furthered by the Board of Trade. J. J. Bockee of New York, lately mentioned, has made the proposition for establishing the plant.

Messrs. A. C. Hook, George Ware and R. M. Tate have incorporated the Harmony Mills of Atlanta, Ga., to manufacture and deal in cotton, wool, jute and other textile products. The capital stock is \$200,000.

W. S. Whiting has purchased the Doe River Wooden Mills at Elizabethton, Tenn., at public sale for \$4050. It is rumored that the purchaser will reconstruct and equip the plant, it having been almost destroyed by fire.

The Octoraro Mills, reported last week as incorporated, will continue the Red Bluff Mills of 5000 spindles at Red Bluff, S. C. The mill was bought at foreclosure sale by the organizers of the new company. J. H. Rawlin is superintendent.

The American Net & Twine Co. of Aniston, Ala., is expending \$5000 to enlarge its power plant, and may make other improvements to the mill. The mill is operating extra hours at night in order to keep up with its orders for seine twine, lines, etc.

The Eufaula (Ala.) Cotton Mills will erect a new power-house to accommodate the new boilers lately stated to be installed. New building will be 40x41 feet, and two 250-horse-power boilers will be erected. Two more of same capacity will be put in later.

A dispatch from Williamston, S. C., records the organization of a joint stock company for the purpose of erecting a warehouse with storage capacity for 1000 bales of cotton, and says that the bank at Williamston will make liberal loans on all cotton stored therein.

The Hancock County Mills of Wayland, Miss., has been incorporated by Messrs. H. S. Weston, E. J. Bowers, J. Q. Fountain, J. B. Fahey, E. H. Hoffman, J. A. Breath and R. Ruisech, for manufacturing cotton and woolen goods. The capital stock is \$50,000.

The Sutor Cotton Mills of Yorkville, S. C., which recently applied for charter, has been granted incorporation, capital stock being \$50,000. The company will continue the Sutor Cotton Mills, which had been financially embarrassed; T. Baxter McClain, president, and W. S. Neel, secretary.

The Standard Cotton Mills, Cedartown, Ga., has ordered five additional carding machines, an increase of 20 per cent., as it has twenty-five in position at present. This mill has been in operation but three months, running 10,000 mule spindles, and already contemplates some further improvements.

The Lynchburg (Va.) Hosiery Co. has been incorporated, with capital stock of \$10,000, and will establish a mill to produce hosiery. Joseph G. Burton is president, and R. M. Patton (of Culpeper), secretary-treasurer. They, with Messrs. G. H. Gilmer, R. C. Blackford and J. P. Robertson, are the directors.

The Laurel (Miss.) Cotton Mills is nearing completion and the machinery will soon be in position. The mill building is a three-story structure, 75x300 feet, and will contain 5000 spindles and 160 looms for producing sheetings and drills. There is room to double this equipment when de-

sired. The initial investment is \$100,000. W. B. Rogers is secretary.

The Middle Georgia Cotton Mills, organized some months ago at Eatonton, Ga., has awarded contract to Messrs. J. W. McMillan & Son of Milledgeville, Ga., for erection of its necessary buildings. The equipment will consist of 5000 spindles, 125 looms, 500-horse-power steam-power plant, etc., producing sheetings. The investment will be \$100,000. B. W. Hunt is president.

The proposed company at Social Circle, Ga., has organized as the Social Circle Cotton Mills, with capital stock of \$100,000. It is the intention to build a 5000-spindle yarn mill. J. B. Robinson is president; J. M. Hurst, Jr., vice-president, and J. L. Newton, secretary-treasurer. The directors are Messrs. J. B. Robinson, J. M. Hurst, Jr., G. B. Staunton, W. T. Knox, J. N. B. Spence, J. A. Vallance, T. J. Avery and Josiah Blassingame.

The Sparta Cotton Mills has been organized and charter applied for, capital stock being \$150,000, with privilege of increase to \$500,000. The incorporators are Messrs. E. B. Baxter, D. P. Ferguson, E. A. Rozier, Robt. P. Shick and R. B. Baxter of Atlanta. The company will utilize an old idle Sparta cotton factory at Sparta, Ga., as far as possible in equipping new plant. E. B. Baxter was reported recently as proposing this enterprise.

The American Cotton Spinning Co., Denison, Texas, will increase its capital stock from \$100,000 to \$200,000 for extensive improvements. About \$50,000 will be used for erecting warehouses and cottages for operatives and in purchasing lighting and heating apparatus. The company is now running 15,000 spindles, and intends to increase to 40,000 spindles as operatives may become available. This increase is now partially arranged for as far as the machinery is concerned.

Cottonseed-Oil Notes.

The competition in the purchase of cottonseed at Summit, Miss., was quite spirited on the 13th inst. The price started in the morning at \$16.75 per ton, and the latest quotation in the evening was \$21.50.

The new cottonseed-oil mill at Giddings, Texas, started up on the 11th inst. There are some 800 or 1000 tons of seed on hand ready to crush, and the mill will run on full time until the season closes.

The Oxford Cottonseed Oil Mill at Oxford, Ala., started up for the season on the 8th inst. The mill has a good stock of seed on hand and expects to be able to get all it wants during the season.

The Richmond Cotton Oil Mill at Chattanooga, Tenn., resumed operations last week, giving employment to fifty hands. The mill, with its new machinery installed last summer, will turn out sixty-eight barrels, 35,000 gallons, of oil per day for the rest of the season.

The new cottonseed-oil mill at Cedartown, Ga., commenced operations last week, when everything connected with the plant was in perfect order. Mr. J. E. Henseal is president and general manager; L. S. Ledbetter, secretary-treasurer, and M. Van Winkle, superintendent.

The Houston Post quotes cottonseed products as follows: Prime crude oil, loose, 26 to 26½ cents, and prime summer yellow oil at 29 to 29½ cents; linters, per pound, 3½ to 4 cents, all f. o. b. mill at Texas interior points, according to location; hulls, baled, \$4 per ton; cottonseed meal and cottonseed cake, \$21.25 to \$21.50 delivered at Galveston; cottonseed at stations, \$12 to \$13.50 per ton.

Charlotte, N. C., is at present one of the most active cottonseed markets in the

South. In addition to the agency of the two local oil mills, there are buyers on the market from Charleston and Spartanburg, S. C., and from the neighboring town of Concord. The market price for cottonseed on the 9th inst. reached 23 cents per bushel, with indications at the close of the day that 25 cents would be paid on the 10th inst.

The market for cottonseed oil in New York has ruled nominally steady in tone during the past week, with buyers and sellers apart in their views. The foreign inquiry was lighter, with a good speculative demand. At the close on Wednesday quotations were as follows: Crude tanks, forward South, 29 to 30 cents; prime summer yellow, 30½ to 37 cents; do, forward, 35½ to 36½; do, bleaching, nominal, and do, off grades, 35 cents asked; white, 39½ to 40 cents, and winter yellow, 41 to 42 cents.

A meeting of leading manufacturers of cottonseed products was held last week in New Orleans to discuss the seed situation. Three States were represented in the conference—Alabama, Mississippi and Tennessee. The present price of seed is \$15 a ton, and at these prices manufacturers are losing money. It is stated that the conclusion reached at the meeting was to pay \$15 at the outside, but as the meeting was behind closed doors, it was impossible to get an authoritative statement of the proceedings.

Numerous conferences, it is stated, are being held by the cotton-oil manufacturers of Mississippi with a view to controlling the price to be paid for cottonseed. The mills are now paying \$16 per ton, and as the crop is 50 per cent. short, it is the general belief that the price will advance to at least \$18 within the next few weeks. The manufacturers say, however, they cannot afford to pay more than the present price, and that they are losing money on seed products at the prevailing figures. Many of the mills are holding their oil in the expectation of an advance.

The Western Furniture Co., with headquarters at Marion, N. C., has been chartered, with a capital stock of \$10,000, which may be increased to \$40,000. The incorporators are T. F. Wrenn, J. L. Morgan, W. H. Conolly and W. E. Landis.

The following steamers cleared last week from Jacksonville, Fla., with part cargoes of lumber and other wood products: Steamer Seminole for Boston with 250,000 feet of yellow-pine lumber and 4000 crossties; steamer Algonquin for New York with 230,000 feet of yellow-pine lumber and 4000 crossties, and steamer Roanoke for Philadelphia with 275,000 feet of yellow-pine lumber.

The Georgetown Lumber & Timber Co. of Georgetown, S. C., has been chartered, with a capital stock of \$250,000. The incorporators are J. A. Kelley of Kingstree, P. A. Wilcox of Florence, Freeman S. Farr of Minneapolis, Minn., F. and D. D. Rhem of Rhems, E. L. Loyd and F. L. Wilcox of Georgetown. The company purposes dealing in lumber, staves, and will mine and do a general business.

The parties who are interested in guano and fertilizer manufacturing in Texas, Florida and Atlanta, and who have decided to build and operate a large fertilizer plant in Chattanooga, Tenn., will award the contract for the erection of the plant on or possibly before November 14. The promoters of the enterprise do not desire to have their names made public for the present.

The net increase this year in the taxable property of Georgia is \$17,475,646.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record.

Baltimore, Md., October 17.

The local phosphate market is quiet, with values generally firm, in sympathy with other fertilizer ingredients. Manufacturers are purchasing more freely, and there is a better inquiry for rock generally. The various reports received from mining sections in the South continue favorable under present conditions. The demand for phosphate rock for foreign account is not so pronounced, on account of the high rates of freight, while for domestic purposes there is a good deal of rock moving. In South Carolina miners are all working, and stocks are accumulating, while shipments are lighter than usual. Prices are generally steady, without change. The movement in Florida rock is fairly active, with shipments from the ports rather better this month than last. Pebble rock is being freely shipped from Port Tampa, and land rock is in good request for the foreign trade. In Tennessee the situation is unchanged, and the market is steady on a basis of \$2.75 for 75 per cent. rock, although small miners are offering rock for less. The foreign demand for Tennessee phosphate rock is improving, and with lower freight rates some heavy shipments would be made.

Fertilizer Ingredients.

The market for ammoniates is moderately active, with values firm. Holders in the West are firm in their views, and ask outside figures. There is a fair demand for blood and tankage, and Eastern and Southern buyers are in the market for fair-sized lots.

The following table represents the prices current at this date:

Sulphate of ammonia (gas).....	\$2 70 @ 2 75
Nitrate of soda, spot Balto.....	1 80 @ 1 85
N. York.....	1 77½ @ 1 80
Blood.....	2 25 @ 2 30
Azotine (beef).....	2 20 @ 2 25
Azotine (pork).....	2 20 @ 2 25
Tankage (concentrated).....	2 05 @ 2 10
Tankage (9 and 20).....	2 15 @ 2 20 & 10
Tankage (7 and 30).....	19 50 @ 20 00
Fish (dry).....	23 00 @ 24 00

Phosphate and Fertilizer Notes.

The shipments of Tennessee phosphate rock from the port of Pensacola, Fla., for the week ending the 13th inst. aggregated 2100 tons.

It is stated that Messrs. Armour & Co. of Chicago, proprietors of the Armour Fertilizer Works, will make Wilmington, N. C., the distributing point for North and South Carolina. Agencies at different points are already being established.

It is stated that Mr. W. J. Howard of St. Louis, Mo., and other members of the Howard Phosphate Co. at Mt. Pleasant, Tenn., have purchased the interest of the Messrs. Smith in that company. The Smith Bros. have returned to Alabama, and have engaged in railroad construction.

The whaleback steamer City of Everett sailed from Port Tampa, Fla., on the 10th inst. for Cartaret, N. J., with 3525 tons of pebble phosphate from the Palmetto Phosphate Co., and the steamship Rathlin Island on the same day for Bristol, England, with 903 tons of pebble from the Land Pebble Phosphate Co.

The Imperial Company was chartered last week at Norfolk, Va., to manufacture and sell fertilizers in that city. The capital stock of the company is \$50,000, to be increased to \$100,000. The officers of the company are L. A. Young, president; John R. Young, vice-president; Charles L. Young, secretary and treasurer. These, with Frank P. Williamson and H. K. Wolcott, compose the board of directors.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,

Baltimore, Md., October 17.

There is a better tone generally throughout the local lumber trade, and the general list of values holds steady for all desirable stock. Stocks of lumber are ample for all requirements, and in North Carolina pine the situation continues to improve. There is a fair local demand for flooring and box lumber, and values continue to show a slightly hardening tendency. Owing to the situation in national affairs there is some hesitation among dealers, and for the moment their operations are limited. In Georgia pine the market is much better, and considerable lumber is moving through local agencies, while pine is in fair shape, and holders more disposed to ask higher figures. The movement in hardwoods is moderately active, with a fair inquiry from out-of-town dealers. The export movement is still limited in volume, and until freights meet the views of shippers very little business is expected. The foreign market is stocked with inferior poplar and other woods, and very little of the high-class lumber going forward on account of increased prices, which foreign houses are not disposed to meet.

Norfolk.

[From our own Correspondent.]

Norfolk, Va., October 15.

It may be stated that the autumn trade is now fairly inaugurated, and in lumber circles in this section the features surrounding the market are much more encouraging. All the mills here are well supplied with orders, and throughout the North Carolina pine belt there is more snap and vigor among the mills. Stocks generally are light and somewhat ill-assorted, with quite a scarcity of the better grades, and also of box lumber. The numerous inquiries from Northern and Eastern centers are likely to develop a good volume of trade after the election, and the local demand will also figure in the general result. Among the planing mills there is a good business reported, many of them running overtime in order to keep up with contracts. Prices throughout the general list are steady, but not notably higher. The foreign demand for lumber is moderate, and with the present rates of freight and scarcity of desirable vessels no large amount of business is expected at present. The following charters were reported last week: Schooner Beaver, 192 tons, from Norfolk to Sackville, N. B., with lumber at \$8; schooner Helen Hasbrouck, 309 tons, from Scotland, Va., to New York with lumber on private terms; schooner E. H. Naylor, 224 tons, and M. K., 287 tons, from Norfolk to New York with lumber at \$2.25; schooner T. M. Perot, 294 tons, from Suffolk to New York with lumber at \$2.25 and towage, and schooner Wm. F. Campbell, 169 tons, from Norfolk to Boston with lumber at \$3.

Charleston.

[From our own Correspondent.]

Charleston, S. C., October 15.

While the lumber trade in this section is quiet at the moment, there is a steady demand from the usual sources, and manufacturers and dealers are looking for a marked improvement in all lines after the presidential election. The demand for yellow pine and cypress is improving, and values are much firmer than those ruling sixty days ago. At Georgetown all the

mills are busy, and have orders to keep them running for some weeks to come. The Atlantic Coast Lumber Co. is making a great record, and the various improvements made and enterprises established at Georgetown by this company have created quite an important port of shipment for lumber and other products. The hardwood business is attracting the attention of capitalists, and as valuable tracts of hardwood are now being developed in that section of the State, the domestic and foreign hardwood trade of Georgetown will be greatly increased. The Georgetown Lumber & Timber Co. of Georgetown was chartered last week, with a capital stock of \$250,000, for the purpose of dealing in lumber, staves, mines and general business. Messrs. E. L. Lloyd and F. L. Wilcox of Georgetown and others are incorporators of the company. Shipments of lumber have been lighter so far this month, owing to the scarcity of tonnage. Freight rates are slightly easier, and late charters are as follows: Schooner N. H. Skinner, 284 tons, Georgetown, S. C., to Boston with dry cypress at \$5.50; schooner E. P. Northam, 316 tons, Charleston to Philadelphia with kiln-dried lumber at \$4.50, and schooner Ira B. Ellems, Wilmington, N. C., to Hayti, \$8.25.

Beaumont.

[From our own Correspondent.]

Beaumont, Texas, October 15.

Manufacturers in Southeast Texas and Southwest Louisiana are just now seriously handicapped for want of cars for shipping lumber and other wood products. The demand for lumber from all the usual sources has been very active, but in most instances orders for prompt shipment have to be turned down. The volume of trade in lumber this month, it is said, will be reduced fully 50 per cent, on account of the scarcity of cars. There is no knowing how long this scarcity will last, as the sugar crop has to be moved, and this will likely take all the available cars of the Southern Pacific for thirty or sixty days to come. The demand from local points is very active, the Texas yards stocking up for the winter trade, as the amount of building now in progress and in prospective at all points in the State is larger than ever known. At Orange similar conditions exist in the lumber trade, and orders of most descriptions have to be declined on account of the car famine. With regard to the export trade the scarcity of tonnage seems to retard operations, and while there is a good inquiry from South America, South Africa, Mexico and other foreign points, the rates of freight and scarcity of tonnage prevents shippers from operating successfully. The schooner Elzie A. Bayles, 253 tons, was chartered last week to load lumber at Sabine Pass for Vera Cruz and Tecolutta, four trips, at or about \$9.

Mobile.

[From our own Correspondent.]

Mobile, Ala., October 15.

The volume of business in all departments of the timber and lumber trade of this port is only moderate, and the demand steady. In lumber there is a fair trade in progress, and orders from South Africa, Central and South America, Cuba and other points have been coming in more freely during the present month. Prices are firm for all desirable grades, and millmen adjacent to this port look forward to a very satisfactory business during the fall and winter months. During the past week over 1,000,000 feet of lumber was shipped from this port, nearly one-half going to Port Natal, S. A. Since September 1 shipments amount to 6,491,508 feet of lumber, against 7,156,612 feet last season. The timber market is steady, with rates unchanged, and hewn timber

is quoted 14½ to 15 cents per cubic foot, while sawn timber is done at 13½ to 14 cents. Stocks of sawn are ample for the demand, but shippers are not anxious for business under present freight rates and the tone of foreign markets. The London Timber Trades' Journal of October 6 has the following in reference to the market: "The wood market continues without much change, except that country buyers show increased disposition to contract, being more inclined than was lately the case to entertain goods at the higher figures asked by sellers. Business, however, is chiefly confined to goods on the spot, brought in earlier in the season, when freights were somewhat easier, for transactions in goods to arrive are at present hardly feasible at prices which would leave, after deduction of current freights, a free-on-board result commensurate with shippers' expectations. A few sellers are, of course, compelled for financial reasons to make contracts at some concession on their former quotations, but such sales are exceptional; the majority of shippers continue to hold their stocks firmly, and maintain their determination to allow the goods to over-winter rather than give way to any extent their asking prices. There are signs of freight weakening, but English steamers continue scarce, owing to their active employment in other trades. Foreign-owned boats are, however, rather more plentiful, but the recent fixtures do not indicate any notable decline in wood rates."

Lumber Notes.

The large lumber-yards and vehicle-house of the Campbell Lumber Co. of Temple, Texas, were destroyed by fire on the 13th inst. The loss is estimated at \$30,000, partly covered by insurance.

The British steamer Sturton, which cleared from Mobile last week with 1,500,000 feet of pine timber, was loaded in four and one-half working days, being the fastest time on record in that port.

Four dry-kilns, containing 125,000 feet of lumber, belonging to the Pine Woods Lumber Co. at Spring Hill, La., were destroyed by fire on the 10th inst. The loss is estimated at \$25,000, fully insured.

Mr. J. H. Durham, superintendent of the Tunis Lumber Co.'s plant at Norfolk for fifteen years, has resigned his position to accept a similar one with the North Carolina Lumber Co. at Tillery, N. C.

Considerable quantities of fine black walnut are being cut in the mountains of Pickens county, South Carolina, for shipment to Germany. The logs are hauled with ox teams many miles to railway stations.

The shipments of lumber from Mobile for the week ending the 12th inst. amounted to 1,027,855 feet, and of sawn timber 110,250 cubic feet. The shipments of hewn timber aggregated 15,000 cubic feet.

Messrs. J. P. Pettyjohn & Co., a lumber firm at Lynchburg, Va., has been awarded the contract at \$125,000 for the lumber work on the new pier to be constructed at Lambert's Point by the Norfolk & Western Railway Co.

The timber cut in the Bangor section of the State of Maine this season will be the largest in years. The cut in that section, it is estimated, will reach 160,000,000 feet. Of this over 40,000,000 will go into pulp. The outlook in the timber and paper-mill industry is a most prosperous one.

The Houston Box Factory of Houston and Harrisburg, Texas, has been chartered, with a capital stock of \$10,000. The incorporators are W. F. Lewis, W. E. Scott and E. W. Ackley. The com-

pany will operate a saw-mill and box factory.

The schooner W. J. Lermond sailed from Horn Island, Miss., on the 11th inst. for Brooklyn (N. Y.) Navy-Yard, with a cargo of 609,000 feet of pitch-pine lumber and timber for use in docking the new cruisers in course of construction for the navy.

A meeting of the retail lumber dealers of Newport News and other points adjacent met last week and organized the Peninsula Lumber Association. The officers elected for the first year are H. D. Coleman, chairman, and J. R. Curry, secretary and treasurer.

Mr. Edward H. Thompson of Baltimore was last week appointed co-receiver of the Tunis Lumber Co., with Theophilus Tunis and H. B. Nichols. Mr. Thompson was appointed co-receiver for the eastern district of Virginia some days ago. He bonded for \$50,000.

H. S. Canning & Bro.'s saw-mill at Rodman, Fla., with a capacity of 60,000 feet of lumber a day, is now running on full time and are shipping daily by the St. Johns river. A railroad four miles in length connects their mill with Horse Landing on the river.

Ground has been leased and contracts awarded for the establishment of a large stave factory at Clarendon, Miss. A lease has been secured on one of the largest saw-mills in the State, which will be used exclusively for sawing gum stave bolts for this factory. With the completion of this plant Clarendon will have eight woodworking factories.

The Woodstock Hardwood & Spool Manufacturing Co. of Woodstock, Berkeley county, South Carolina, has been chartered, with a capital stock of \$15,000. The incorporators are W. H. Welch, W. H. Jones and J. O. Koster of Charleston, and J. F. Williams of Woodstock. The company will manufacture cotton-mill supplies, handles and all kinds of woodenware.

A charter of the corporation to be known as Ullman, Cameron & Co., with headquarters at Waco, Texas, was filed on the 11th inst. The capital stock of the corporation is \$2,400,000. Its purpose is to engage in the manufacture and sale of lumber and building material. The incorporators are Flora B. Cameron, W. W. Cameron and R. H. Doureman of Waco, and W. S. Wilson of Fort Worth.

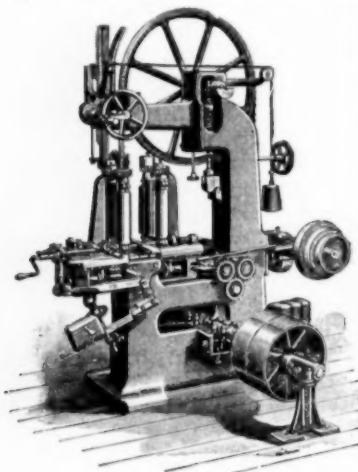
Crowell & Spencer at Longleaf, La., near Alexandria, on the Walker's Railway, who lost their saw-mill by fire on the 1st inst., will rebuild the same at once. The contract to furnish the saw-mill machinery complete was awarded to the Edward P. Allis Company of Milwaukee, Wis., while Bancroft, Ross & Sinclair of New Orleans will furnish the engine and boilers. The mill when constructed will be up to date in every particular and one of the best in the State.

It is stated that the Sullivan-Alger syndicate, which has recently acquired extensive tracts of timber lands near Pensacola, is about to commence an extensive development of its valuable purchase. A railroad is to be built from Pensacola to Foshee, Ala., and at the latter point the first big saw-mill will be built. The mill will be a double-board saw-mill, with a capacity of over 100,000 feet of lumber per day. Several other mills will be erected on lands of the syndicate in that vicinity, the sites for which have already been selected. After the erection of the mill at Foshee the car works at Molins will be established. Plans of buildings and mills are now being drawn, all of which will be submitted to the stockholders when they meet at Pensacola in November.

MECHANICAL.

New Band Resaw.

Operators of modern woodworking factories who desire to keep their equipment of machinery up to date will find of interest the announcement that the J. A. Fay & Egan Co. of 270 West Front



NEW BAND RESAW.

street, Cincinnati, Ohio, has introduced a new band resaw. This new machine is known as the "Egan No. 11 Band Resaw."

The main frame is cast hollow, and the upper wheel is mounted upon a heavy upright column, and owing to its con-

struction reducing the tendency to vibrate, it is claimed can be run at about twice the speed of other resaws.

The tension appliance is most sensitive and reliable, being perfectly uniform on all occasions. The lower wheel is solid, and the upper has a lateral adjustment, without stopping the machine, to cause

the saw to run in its proper path on the wheel.

The feed is variable and on an improved principle, and the rolls will open to receive stock twenty-four inches wide and eight inches thick, and are self-centering; the inside rolls can be locked in position, and the outside can be instantly moved to or from the saw by a lever convenient to operator and gauged by an accurately-spaced quadrant. The maker says this last feature is not embodied in other resaws.

The rolls can be tilted for sawing at a level.

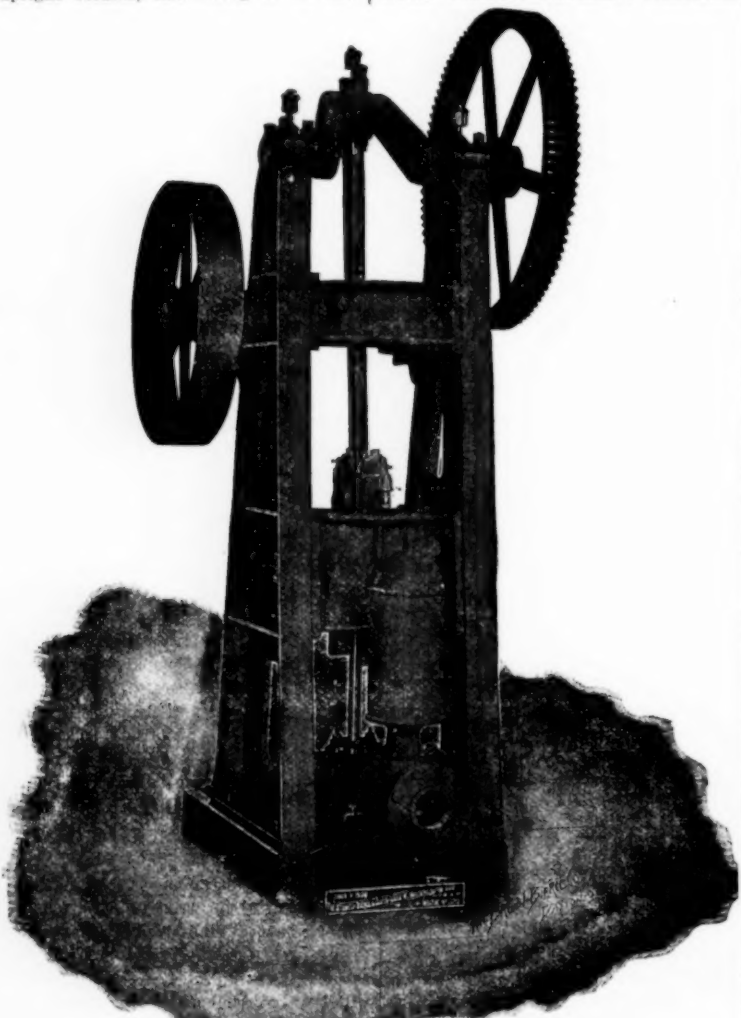
The manufacturer will furnish prices and further particulars on application.

Deep-Well Working Head.

The accompanying illustration shows the latest design of the "Smith-Vaile Deep-Well Working Head" of the differential type. This head is suitable for both open and drilled wells. The stroke is twenty-four inches in length, and the machine is adapted to most any size of working barrel, depending somewhat, however, upon the maximum lift.

It has been installed in some of the larger office buildings—in one elevating water 375 feet. It is made especially strong and heavy.

The crank is of steel; crank bearings of liberal area. The gears are of charcoal iron, machine cut. The pinion-shaft operates in ring oiling bearings. The connecting rod is of steel, provided with bronze boxes at crankshaft connection,



DEEP-WELL WORKING HEAD.

and also with adjustment device at cross-head connection. The crosshead operates in an adjustable shoe. A combination water-box is also provided, and there is located beneath the air chamber a check valve.

Further particulars may be obtained by addressing the manufacturer, the

Stilwell-Bierce & Smith-Vaile Co., 261 Lehman street, Dayton, Ohio.

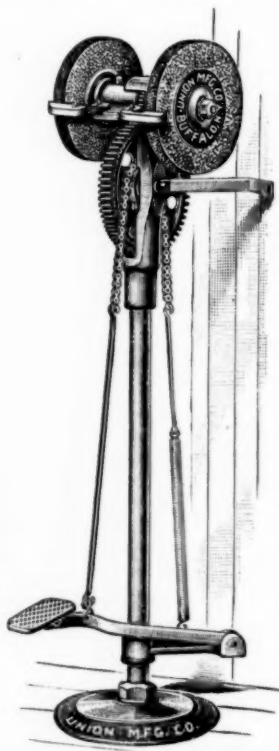
Union Tool Grinder.

Managers of general shops where a variety of grinding is required, such as blacksmiths, plumbing shops, mills, etc., will find of interest the illustration of



THE BAUM SEPARATOR.

"Union Tool Grinder" No. 2. This machine is furnished with two high-grade solid Turkish emery wheels, 6x $\frac{3}{4}$ inches. It is all gear-driven; no belts to slip and break. An intermediate gear is used to overcome the direct vibration.



UNION TOOL GRINDER.

The driver is operated by an improved ball clutch, connected with bicycle chain of the best quality to the foot treadle, which is conveniently arranged to operate while using either wheel, producing

a speed of 2000 and upwards with ease. The base is large, and provided with screw holes to fasten to the floor, makes it very solid machine. Wall brackets are also furnished.

The grinder is built by the Union Manufacturing Co., 20 Breckenridge street, Buffalo, N. Y.

The Baum Separator.

Steam users will be interested in the "Baum Separator." This device has gained a position of prominence among recognized engineering appliances. Its object is to free live steam from the detracting and dangerous influence of entrained water, and thus allow engines, pumps, compressors, steam hammers and kindred equipments to be operated by the element for which they are designed, viz., dry steam. This separator is also placed on exhaust pipes, thoroughly purifies the exhaust steam, removing all traces of cylinder oil, grit, dirty water, etc., allowing the valuable heating property of this steam to be utilized without coating the coils and radiators with the greasy deposit, which retards the transmission or radiation of heat, and gives off an offensive odor, and, at the same time, it allows the exhaust steam to be condensed into pure distilled water, valuable for boiler feed, ice manufacturing, etc. The separated oil may be filtered and used again for various lubricating purposes.

Some of the advantages claimed over other appliances of the kind are immediate separation and isolation of the water and liquid particles upon entering the separator, in the action of which the course of the liquid, being directly away from the current of purified steam, allows of none being picked up and carried to the outlet, as is the case when the water, etc., after striking the baffling surface, follows, drops into or crosses this current. Construction of the separating medium is such that it is impossible for any of the liquid to splash back into the steam current and be carried therewith. Form and construction are the best adapted to withstand the highest pres-

sure with the minimum weight of material, and consequent allowance of a selling price within the reach of all steam users.

The accompanying illustration shows a 20-inch high-pressure "Baum Separator" weighing 4800 pounds and guaranteed for 250 pounds working pressure.

This separator is in successful operation on a 10,000-horse-power blooming-mill engine in Pittsburg, giving appreciated results on probably the largest stationary engine in the world, and under such conditions as can only be realized by considering the immensity of this engine and an acquaintance with the character of its work.

A large number of these separators are giving highly appreciated results in the plants of steam users representing nearly every variety of industry, many of them under the most severe conditions where other appliances of the kind were tried and found ineffective.

The Baum Separator Co. of Reading, Pa., manufactures this separator. The Thos. C. Basshor Company is Baltimore agent for the maker.

TRADE NOTES.

Wants a Partner.—A manufacturer of shuttles, located in the South, is desirous of forming a partnership to fill a vacancy caused by death. The investment of \$5000 or more would be required. The business in question is an established one, and at present has many orders ahead. W. H. Bishop of Greensboro, N. C., can be addressed for particulars.

Sprague Electric Officers Elected.—The directors of the Sprague Electric Co. of New York, maker of motors for driving machinery and various other electrical mechanical equipments, have elected officers for the ensuing year. John Markle is president; Edward C. Platt, first vice-president; Allen C. Bakewell, second vice-president; Charles P. Geddes, secretary, and H. R. Swartz, treasurer and assistant secretary.

Repeat Orders for Cross Oil Filters.—Repeat orders continually given are ample evidence of the merit of an article. It is only the most satisfactory appliances that secure for their makers repeated orders. Such an article is the "Cross Oil Filter," manufactured by the Burt Manufacturing Co. of Akron, Ohio. This company has just received a third order from the Western Electrical Manufacturing Co. for filters for use in the electrical works.

Rand Drill and Allied Interests.—The Rand Drill Co. has removed its main office from 100 Broadway, New York, to the American Exchange National Bank Building at 128 Broadway, corner of Cedar street, to which place all future correspondence should be addressed. In its new office the company will occupy the entire floor, in conjunction with its allied interests, the Pneumatic Engineering Co., the Rendrock Powder Co. and the Davis Calyx Drill Co.

Steam Capstan Windlasses.—Many orders for the product of the American Ship Windlass Co. of Providence, R. I., continue to be filed. The most prominent shipbuilding companies of the country are installing the American Company's devices on their vessels. The American Shipbuilding Co. of Lorain, Ohio, has placed two large orders lately for steam capstan windlasses, steam towing machines and other marine appliances with the Providence manufactory.

Mobile Agency for Lythite.—After careful competitive tests of a number of cold-water paints and wall coatings the Southern Supply Co. of 161 Commerce street, Mobile, Ala., has selected the product of the Frank S. De Ronde Co. of 52 and 54 John street, New York. The Southern Supply Co. has taken the agency for and will keep a stock of "Lythite" and "National Wall Coating" on hand. Those acquainted with the merits of "Lythite" and the coating will be able to obtain their supplies promptly from the Mobile agency, while those unacquainted with the products are invited to send for information. "Lythite" is one of the most successful cold-water paints on the market.

Successful Pipe Wrench.—Although the "Atlas Pipe Wrench" has been in the market but a short time, it has attained a popularity among users of tools of its character.

The efficiency of the wrench gains it users wherever it is shown. Its merits are constantly increasing the demand, and the factory is busily engaging in manufacturing it. The Atlas Pipe Wrench Co. of 121 Liberty street, New York, is the maker of the wrench in question, and states that it is now being used in every State in the Union, and in Canada, Mexico, Cuba, the Philippines, Denmark, Russia, England, Australia, China and Japan. This practically embraces every important country in the world. Those having occasion to require a pipe wrench are invited to write for particulars of the "Atlas."

Railway and Mill Supplies.—Important among the many supplies for conducting industrial and manufacturing operations is such product as cars, rails, pipe, fittings, valves, belting, hose, packing, iron and steel, roofing, etc. Such product may be generally referred to as "railway and mill supplies." Consumption in these lines has been heavy during the past several years of great activity in the business world, and the South has used its share. The Southern Supply Co., 111 North Commerce street, Mobile, Ala., has furnished a large quantity of the supplies mentioned, and finds its trade constantly increasing. This representative Southern concern is giving satisfaction to many consumers in its section, and invites correspondence from those contemplating purchases in its line.

High-Grade Power Machinery.—The continued activity in all industrial lines allows of no diminution in the demand for machinery. All departments of machinery manufacture are busily employed at these times in supplying the demand for their product. Power machinery is now, and has been for some time, in great demand in the South, and manufacturers and dealers in different sections are obtaining that trade. The West has been prominent in endeavoring to cater to Southern wants, and its prominent houses are well known to Southern buyers. Messrs. A. L. Dawson & Co. of 27 North Washington street, Chicago, are among the prominent Western establishments. This firm carries a large stock of high-grade automatic engines, slide-valve engines, boilers, pumps and heaters. Correspondence is invited from prospective purchasers in the lines mentioned.

Successful Boiler Compound.—Economy in fuel is one of the factors that enter into the profitable operation of manufacturing plants that use boilers. The prevention of corrosion and incrustation, removing scale, is one of the methods that assist in effecting that economy in fuel. Compounds for preventing this incrustation are numerous in the market, but probably none has achieved a greater success than that manufactured by the International Boiler Compound Co. of 47 Market street, Chicago. This company's business is constantly increasing because of the demands for its product, and its volume of sales is now three times what it was four years ago. That it preserves the iron, increases capacity of boiler and saves 15 to 60 per cent. in fuel are the comprehensive claims made for the "International Boiler Compound." Boiler users throughout the South are invited to investigate the merits of this valuable commodity.

Pulverizer Highly Commended.—Many industrial companies number pulverizers among the necessary machines for the satisfactory operation of their plants. Apparatus for the reduction of all soft, hard or fibrous materials to any degree of fineness has been the product of one prominent machine works, the Raymond Bros. Impact Pulverizer Co. of 1402 Monadnock Block, Chicago. This company's "No. 3 Albert Raymond Roller Mill" is one of its most satisfactory machines, and commendatory letters concerning its action are regularly received from satisfied users. The Vulcanite Paving Co. of Philadelphia says this of the roller mill mentioned: "Giving perfect satisfaction; instead of grinding two tons per hour, as guaranteed by you, it is grinding three and one-half tons per hour of hard limestone without tailings or waste, so that 90 to 95 per cent. of the finished product passes 200-mesh screen; separator is perfect, and everything fed to machine is ground to the required fineness; easy to operate and practically dustless in operation; are running it at 100 revolutions per minute." Such expressions of approval as these sentences convey are calculated to largely increase the sales of the Raymond mills.

Cork Sectional Covering.—Modern demand has created a multitude of new products that are the acme of efficiency and durability in their respective classes. Among these products during the past decade or more has been sectional covering for insulation, for tiling and various other kindred purposes.

The Cork Floor & Tile Co. of 129 Congress street, Boston, is a prominent manufacturer in this department. Its "Cork Sectional Covering" has been found of the highest efficiency for insulating high and low-pressure steam boilers and pipes, and it is also made as cork tiling, cork wainscoting, cork stair treads, granulated cork and cork sawdust. These different products have recommended themselves to the building trades generally and are now widely used in large quantities every year. They combine efficiency and durability, with ease of application and economy. Southern users of these goods are much in evidence on the manufacturer's books. Large buyers of the covering are the Texas Brewing Co., Fort Worth; cotton-oil mills at Sherman, McKinney and Rockwell, Texas; San Antonio (Texas) Machine & Supply Co., Briggs Machine & Supply Co., Dallas, Texas, and many others. Interested parties are invited to ask the Boston house for further particulars.

About Vilter Products.—The continued activity in so many industrial avenues includes many important contracts for ice and refrigerating machinery. This class of mechanical equipment has rapidly come into extensive usage since its first introduction, scarce twenty-five years ago. American manufacturers have been the leaders in this branch of machine construction, and their equipments are installed throughout the civilized world. The Vilter Manufacturing Co. of Milwaukee constructs refrigerating and ice-making machinery that has attained a wide renown for being of the highest degree of efficiency. Its Corliss engines are also as well and favorably known to consumers of steam-power. The most recent contracts closed by the Vilter Manufacturing Co. included some important items, the shipments being made to all parts of the United States and to foreign countries. Vilter machinery forwarded recently included a 20-ton refrigerating plant and 50-barrel brewery outfit to Escanaba, Mich.; 15-ton plant to Iowa City, Iowa; 20-ton ice plant to Rouen, France; 25-ton refrigerating and 50-barrel brewery outfit to Hermosillo, Mexico; 50-barrel brewery outfit to Mazatlan, Mexico, and 15-ton refrigerating plant to Walla Walla, Wash. Engines were shipped to Alabama, Texas, Wisconsin, Washington, New York, Illinois and other States.

Mechanical Ventilation.—The particular features of the blower system of mechanical ventilation and heating are thus summarized in a recent lecture by Walter B. Snow of the engineering staff of the B. F. Sturtevant Co., Boston: "The entire heating surface is centrally located, enclosed in a fireproof casing and placed under the control of a single individual, thereby avoiding the possibility of damage by leakage or freezing incident to a scattered system of steam piping and radiators. The heater itself is adapted for the use of either live or exhaust steam, and provision is made for utilizing the exhaust of the fan engine, thereby reducing the cost of operation to practically nothing. At all times ample and positive ventilation may be provided with air tempered to the desired degree. Absolute control may be had over the quality and quantity of air supplied. It may be filtered and cleansed, heated or cooled, dried or moistened at will. By means of the hot and cold system the temperature of the air admitted to any given apartment may be instantly and radically changed without the employment of supplementary heating surface. The pressure created within the building is sufficient to cause all leakage to be outward, preventing cold inward drafts and avoiding the possibility of drawing air from any polluting source within the building itself. By returning the air, using live steam in the heater and operating the fan at maximum speed a building may be heated up with great rapidity, as is usually desirable in the morning. The area of heating surface is only one-third to one-fifth that required with direct radiation, while the primary cost and operating expense of a fan is far less than that of any other device for moving the same amount of air."

TRADE LITERATURE.

Integrating Meters.—Present and prospective users of electrical equipments will be interested in the booklet and leaflet issued by the Fort Wayne Electric Works of Fort Wayne, Ind. The literature mentioned is devoted to the type K "Integrating Meters" made by the company.

Asbestos-Metallic Packings.—The increase in pressure of steam engines, boilers, pumps and other mechanical equipment in recent years has created new demands in packings. Packings are now demanded that not only

possess great strength to successfully resist the high pressure, but also qualities that are proof against destruction by the resulting intense heat. The H. W. Johns Manufacturing Co. of 100 William street, New York, states that it has most thoroughly met this demand with its "Kearsarge Asbestos-Metallic" packings, tape, gaskets and kindred supplies. These goods are extensively used by many steam plants, by the United States government and the merchant marine. The company has just issued a pamphlet devoted to the brand of manufactures mentioned, copies of which may be obtained on request.

Rhoads Belting and Supplies.—Belting and its kindred products continue to be in great demand in all establishments where power is conveyed by belt. American manufacturers of belting have attained a prominence in this product that is constantly being enhanced. The selection of belting is a question of no small importance, whether to equip new plants, enlarge established plants or replace belting that is worn out. The Rhoads belt is widely and favorably known among the users of belting, and its merits are continually making new customers for it throughout the country. Messrs. J. E. Rhoads & Sons of 239 Market street, Philadelphia, manufacture oak-tanned and tannate flat and round leather belting, tannate picker leather, belt preservers, valve leather, lug-straps, etc. Their latest catalogue describes these products, together with other kindred supplies and goods which the firm both make and deal in, such as rubber belting, cotton belting, belt-fasteners and appliances, hose, packings and general mechanical rubber goods. Catalogues may be obtained on application.

Steam Boilers.—Industrial activity and other operations in the mechanical world create a continued demand for steam boilers of every description. Steam users, when about to purchase boilers, are presumably desirous of contracting for only the most efficient and economical apparatus obtainable. Not only in the erection of entirely new steam-power plants, but in enlarging established plants or replacing wornout boilers, is discretion necessary. The details of construction of boilers are the prime factors that enter into the results obtained. From this standpoint the product of the Gem City Boiler Co. of Dayton, Ohio, is evidently of the highest degree. This company manufactures steam boilers of every description, feed-water heaters, standpipes for water-works, tank and sheet-iron work, etc. Its catalogue No. 3 illustrates and describes thoroughly the equipment built in its shops, giving the specifications and clearly indicating just what can be accomplished by its use. Operators of steam-power plants are urgently invited to correspond with the Dayton concern before placing contracts in its department of manufacture.

Hints on Lighting and Illumination.—A most interesting pamphlet is that entitled "Practical Hints on Illumination and Lighting." It is replete with important information concerning the perfect diffusion of light by means of globes which do not give any dazzling effect to the eye. The desirability of such globes is at once realized by those who give the subject the least thought, and users of electric and other modern lighting methods will doubtless be gratified to know where such globes can be obtained. There are various glass globes now offered to consumers, each attaining a certain efficiency, but it is claimed none with that degree of success which has been the result of the "Holophane" system of compound prism glass. The Holophane globes are made of absolutely transparent glass, the inner surface being given over to carefully-calculated flutings or prisms used solely for diffusing or softening the light without loss of power. On the outside surface are prisms calculated for deflecting these diffused rays into directions where needed. In practice the Holophane globe will render a dazzling light soft and healthful, while increasing its effective illuminating power. These globes are already in extensive use, and the demand is constantly increasing. The pamphlet which has been mentioned contains much interesting information concerning the Holophane glass, together with fifty original diagrams from tests made by Professor Franklin of Lehigh University, Professor Lawes of the Royal Naval College in London, and Dr. Drehschmidt, chief chemist at the municipal water-works of Berlin. The Holophane Glass Co., manufacturers in this country, under the invention of Messrs. Blondel & Psaroudaki of Paris, will supply copy of the above pamphlet to electrical outfitters, users, architects, builders and others likely to be interested. The company's address is No. 1 Broadway, New York.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in a town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and it is often advisable to add the names of one or more incorporators as an aid to the postmaster in delivering mail.

ALABAMA.

Anniston—Rolling Mill.—The Southern Car & Foundry Co. is repairing and overhauling its rolling mill preparatory to resumption of operations; J. M. Elliott, president.

Anniston—Cotton Factory.—The American Net & Twine Co. is expending \$5000 to enlarge its power plant, and may make other improvements.

Ashville—Flour Mill.—A roller flour mill will be established. John W. Duzer & Son are interested.

Ashville—Woodworking Factory and Ginnery.—O. Manly Duzer will install wood-working factory and ginnery.

Birmingham—Sewerage System.—Julian Kendrick has been authorized to make preliminary survey for the proposed sanitary sewer for Jefferson county.

Birmingham—Cement Plant.—The Birmingham Cement Co., whose \$100,000 plant at Ensley was recently destroyed by fire, has decided to rebuild, and work on buildings will be commenced at once.

Eufaula—Power-house.—The Eufaula Cotton Mills, reported lately to install new boilers, will build new power-house 40x11 feet, with capacity for holding four boilers of 250 horse-power each; at present only two boilers will be installed.

Florence—Electric Plant.—Edw. J. O'Beirne of Birmingham is negotiating for water-power near Florence. His intention is to develop this power to generate electricity in the plant for which he obtained franchise from the city, as reported lately. Probably \$50,000 will be cost of electric-light and power plant.

Foshee (not a postoffice)—Saw-mill, Timber Lands, etc.—The Alger-Sullivan Lumber Co., reported several months ago as organized for development of 300,000 acres of timber lands in Alabama, will construct its first large saw-mill at Foshee, to be a double-band mill, with capacity of over 100,000 feet per day. Several other mills will be built on sites which have been selected. After the completion of the mill at Foshee the company will build car works at Molino. George L. Davis has charge of the erection of mill. Principal office is at Pensacola, Fla.

Greenville—Electric-light Plant and Water-works.—The purchase of the private water-

works and erection of an electric-light plant is talked of. Address "The Mayor."

Huntsville—Sewing-machine Factory.—A treadless sewing-machine factory will be established in North Huntsville by parties whose names will be mentioned later.

Mobile—Naval stores Company.—The Union Naval Stores Co. has been chartered, with capital stock of \$300,000, by J. C. Wawe and E. C. Hughes of Mobile, T. A. Jennings of Tampa, Fla., and others.

New Decatur—Ice Factory.—The Decatur Ice Co. will increase capacity of its plant to twenty-five tons, with the probability of a further increase to forty tons; new engines will be installed and other improvements made.

Woodlawn—Telephone System and Water-works.—The city has granted franchise to the Southern Bell Telephone & Telegraph Co. for the construction of a system in Woodlawn, and has also adopted an ordinance giving the Birmingham Water Works Co. right to construct water-works plant.

ARKANSAS.

Euclid—Mining.—The Blue Ribbon Mining Co. has been incorporated, with capital stock of \$500,000, by J. H. Caton, J. B. Mathis, Frank Thompson and others.

Gurdon—Grist Mill and Gln.—The Gurdon Mill & Gln Co. has been incorporated, with capital stock of \$5000, by E. A. Whitman, president; W. F. Osborne, vice-president; F. D. Brown, treasurer, and J. B. Seahorn, secretary. Company will establish a grist mill and gln at once, and later on install water-works and electric-light plant.

Little Rock—Construction.—Chartered: The Southwestern Construction Co., to execute a certain railroad contract, with capital stock of \$5000; J. A. Woodson, president; P. R. Van Frank, vice-president; C. F. Penzel, secretary and treasurer.

Pine Bluff—Cold-storage Plant.—Armour & Co. of Kansas City, Mo., have awarded contract for erection of their proposed \$8000 cold-storage plant in Pine Bluff.

Van Buren—Cotton-oil Mill.—Wm. L. Taylor intends to erect a one or two press cottonseed-oil mill.*

Wager—Flour Mill.—P. Alden will build new flour mill.

FLORIDA.

Apalachicola—Water-works.—The city will install water-works plant of fifty hydrants, and desires bids for contract for complete system or under franchise. For particulars address G. W. Hinsey, city clerk.*

Gainesville—Fiber Factory.—The John Chestnut Fiber Co., reported lately as organized, has completed its buildings and commenced the manufacture of fiber from Palmetto leaves, which is used for mattress making and upholstery; present capacity one ton of dry fiber per day.

Gainesville—Gas Plant.—G. C. Cron has purchased the Gainesville gas plant, and will improve and operate same.

Orlando—Electric-light Plant.—The city is advertising for a proposition to have an electric-light plant established. Address "The Mayor."

Pensacola—Shops.—The government has completed the construction of the steel building at the Pensacola navy-yard, work on which was begun about six weeks ago; it will be used as general blacksmith and forging shop and equipped with several large hammers, forges and other necessary machinery, which will be operated by steam. Address Commandant Reisinger.

Pensacola—Mercantile.—Wm. A. Dunham, J. E. Baars and others have incorporated as W. A. Dunham to conduct shipchandlery and grocery business; capital stock is \$10,000.

Tampa—Cigar Factory.—Sanchez & Haya have awarded contract to A. H. Johnson for enlargement of their cigar factory.

Tampa—Commercial.—The United Commercial Co. has been incorporated, with capital stock of \$25,000, by Jose Fernandez and others.

GEORGIA.

Atlanta—Heating-apparatus Works.—The Monerlef-Carter Furnace Co., reported lately as incorporated, has taken this step for the enlargement of its plant; hot-air furnaces and registers, dry closets, galvanized-iron cornices, etc., are manufactured; company may need some additional machinery. Address S. P. Monerlef, manager.

Atlanta—Chewing-gum Factory.—See item under New Orleans, La.

Atlanta—Chair Factory.—The Walcott Manufacturing Co., with capital stock of \$2500, and privilege of increasing to \$25,000, has been incorporated for the manufacture of chairs and furniture, by W. B. Walcott, W. W. Walcott, J. H. Walcott and others.

Atlanta—Chartered: The Exchange Scrip Book Co., by George D. Langston of Duval county, Florida; C. S. Bray and W. J. Fagan of Fulton county; capital stock is \$10,000, with privilege of increasing to \$1,000,000.

Atlanta—Viaduct.—The city engineer has completed plans for the proposed Whitehall street viaduct, recently reported; plans call for a structure 600 feet long, including the approaches, to cost about \$100,000. Bids will be called for within a week. Address "The Mayor."

Atlanta—Brick Works.—J. J. Hastings, Thomas F. Hastings, John N. Malone, all of Atlanta, and H. V. Amos of Baltimore, Md., have incorporated the Atlanta Brick Co. for the manufacture of bricks; capital stock \$30,000.

Atlanta—Ginnery, etc.—The Harmony Mills, for ginning, packing and sealing cotton, lute and wool, has been incorporated, with capital stock of \$35,000, and privilege of increasing to \$200,000, by A. C. Hook and Geo. Ware, and P. M. Tate of Pickens county.

Augusta—Broom Factory.—Hughes Bros., 1354 Ellis street, will enlarge their broom factory.*

Auraria—Water-power Development.—F. L. Murray, T. R. Craven and G. L. Fisher have incorporated the Amicolola Water-Power Co., with capital stock of \$1,000,000, for the purpose of utilizing water-power to furnish electric-power for general mining and other purposes.

Cedartown—Cotton Mills.—The Standard Mills has contracted for five additional carding machines; already has twenty-five carding machines.

Clarksville—Ice Factory and Woodworking Factory.—The establishment of a wood-working factory and an ice factory is contemplated. Address J. H. Hicks.*

Dahlonega—Soapstone.—N. L. Kennedy is reported as opening soapstone quarry on the Chestatee river.

East Point—Horse-collar Factory, etc.—The Couch Bros. & J. J. Egan Co. has just completed new addition to collar factory and installed new machinery; capacity 125 dozen collars per day; company will manufacture other articles in the near future.*

Hawkinsville—Electric-light Plant.—The city is investigating the advisability of establishing an electric-light plant. A conditional franchise for putting in and operating a plant of forty arc and 1500 16-candle-power lights might be obtained; T. H. Grace, mayor.*

Macon—Brick Works.—The Stratton Brick Co. has been incorporated, with capital stock of \$50,000, and privilege of increasing to \$100,000, by J. W. Cabaniss and S. T. Cabaniss for the establishment of brick works.

Millen—Electric-light Plant.—The Millen Cotton Mills will erect an electric-light plant for supplying its mill and lighting the city.

Montezuma—Harness Factory.—W. E. Vance of the Montezuma Harness Factory will build an addition and install power plant.

Savannah—Cannery.—A. Oemler will erect a cannery at St. Catherine's Island for oysters.

Social Circle—Cotton Mill.—Company reported lately as proposed, with capital stock of \$100,000, for establishment of mill, has completed organization as the Social Circle Cotton Mill, and will install 5000 spindles; J. B. Robinson, president.

Sparta—Cotton Mill.—E. B. Baxter of Augusta, Ga., lately reported to organize mill company, has, with D. P. Ferguson, E. A. Rozier, Robert P. Shick and R. B. Baxter, organized the Sparta Cotton Mills, with capital stock of \$150,000, and applied for charter; company will purchase the Sparta Cotton Factory, which has been idle, and utilize it in equipping the new mill; new and improved machinery will also be installed and a ginnery and ice plant is contemplated.

Tennille—Electric-light Plant.—The Tennille Cotton Mills will establish an electric-light plant for lighting Tennille and Sandersville.

Washington—Water-power.—It is reported

that L. J. Hill is negotiating for the purchase of the Anthony Shoals property.

Waycross—Cigar Factory.—The Fain Bros. Cigar Co. has been organized and applied for charter; capital stock \$5000.

LOUISIANA.

Grand Ecore—Bridge.—The Alabama Bridge & Iron Co., Decatur, Ala., contracted with the Natchitoches Railway & Construction Co. of Natchitoches, La., for the construction of a railway and traffic bridge across Red river at Grand Ecore; bridge will consist of one 350-foot draw span, one 175-foot through span and about 250 lineal feet of pile trestle; contract price, \$92,000.

Jeanerette—Drainage Canal.—It has been decided to issue bonds to the amount of \$100,000 for the completion of a drainage canal, etc. Address "The Mayor."

Lake Charles—Manufacturing Enterprises. Francis Chavanne is in correspondence with Northern parties seeking manufacturing sites.

Lake Charles—Land Cultivation.—Northern parties owning 50,000 acres at Lake Charles will expend \$100,000 in improving the land and putting the entire acreage on the market in time for the next crop planting.

Longleaf—Saw-mill.—Crowell & Spencer have awarded contract for rebuilding their saw-mill, recently reported burned; contract for machinery has also been awarded.

Minden—Electric-light Plant.—An electric-light plant will probably be established. Address "The Mayor."

New Orleans—Chewing-gum Factory.—The American Chicle Co. of New York, N. Y., contemplates the establishment of a chewing-gum factory either at New Orleans, La., or Atlanta, Ga.

Plaquemine—Brick Works.—D. Altamus & Co. are enlarging their brick works.

Tilly—Saw-mill.—James Nichols has purchased saw-mill at De Ridder, and will remove it to Tilly; will improve mill and increase output.

MARYLAND.

Baltimore—Tools and Cutlery Factory.—The Turk Manufacturing Co. has been incorporated for the manufacture of tools and cutlery, with capital stock of \$5000, by Carl George Hilgenberg, Carl Victor Storkloff, Chas. F. Motz and others.

Baltimore—Warehouses.—Chartered: Camden Warehouses, to conduct general warehouse and storage business, by H. L. Bond, Jr.; E. J. Slikman, F. J. Griffith, J. W. Stewart and others; capital stock \$100,000.

Baltimore—Bakery.—Rice Bros., 318 North Gay street, have had plans made by B. B. Owens for erection of an additional building adjoining their bakery, to be two stories, of pressed brick, with brownstone trimmings, and cost \$12,000.

Baltimore—Shipping.—The Samuel M. Lawder & Sons Co. has been chartered to conduct a general shipping business, by Percy M. Lawder, William Ward Lawder, John E. Tennison and others; capital stock is \$85,000.

Baltimore—Cigar Factory.—The Warner & Brown Co. has been incorporated for the manufacture of cigars and tobacco. The capital stock is \$10,000 and the incorporators Charles H. Warner, Rufus D. Brown, Edwin C. Handy and others.

Baltimore—Harness, etc., Factory.—The Hartzman-Milikin Company has been incorporated for the manufacture of harness and leather goods, with capital stock of \$50,000, by Walter T. Hartzman, P. Bryson Milikin, Frederick A. Hoffman and others.

Baltimore—Cigar Factory.—John S. Lusk, Lawrence W. Warren, John B. Kurtz and others have incorporated the Consumers' Cigar Co. for the manufacture of cigars.

Baltimore—Bottling Works.—Frederick Decker & Sons have received contract for erection of the additional bottling works of Phillips Bros., lately reported; building will be two stories, 36x76 feet.

Baltimore—Coal Mines, etc.—The Dickey-Gibson Coal Co. has been incorporated, with capital stock of \$10,000, for development of coal mines, etc., by George S. Dickey, Herbert E. Gibson, Walter J. Kling and others.

Georgetown, D. C.—Paper Mill.—The District of Columbia Paper Manufacturing Co. (manufacturers of blotting paper) will enlarge its plant for the manufacture of all kinds of paper.

Washington, D. C.—Fertilizer Company.—The Washington Fertilizer Co. has been chartered by M. Parker and L. Beyers, Jr., both of Alexandria.

MISSISSIPPI.

Ellisville—Planing Mill, etc.—The Tullahoma Lumber Co. will erect new kilns and planing mill and make other improvements to enlarge its plant.

Handsboro—Telephone System.—J. H. O'Neill has franchise and will construct telephone system, as reported lately; system will be of twenty 'phones, and about eight miles of line will be established.*

Saratoga—Electric-light Plant.—Paul J. Robert and J. Bowling (late of New Orleans) are establishing an electric-light plant.

Waveland—Cotton and Woolen Mill.—H. S. Weston, E. J. Bowers, J. Q. Fountain, J. B. Fabey, E. H. Hoffman and others have incorporated the Hancock County Mills, with capital stock of \$50,000, for establishment of cotton and woolen mill.

Winona—Wagon, etc., Factory.—The Winona Wagon & Spoke Manufacturing Co., lately reported, will be incorporated by J. H. Frazier, J. C. Purnell, J. Harris and E. R. Blackston for the establishment of a factory with annual capacity of 5000 to 8000 wagons. Address E. R. Blackston.

MISSOURI.

El Dorado Springs—Creamery.—Chartered: The El Dorado Springs Creamery Co., with capital stock of \$4625, by S. L. Smith, R. M. Hamline, R. H. Estes and others.

Farmington—Mining.—Chartered: The Woodland Lead Co., for the development of lead mines, with capital stock of \$50,000, by J. S. Clay, J. P. Coyce, W. R. Lang and others.

Joplin—Mining.—Chartered: The Perry Lease Mining Co., with capital of \$200, by J. M. Sully, L. J. Bowman, James C. Rudd and others.

Joplin—Cement and Coal Company.—The Joplin Cement & Coal Co. has been chartered, with capital stock of \$15,000, by J. F. Wise, L. H. Clark and D. C. Wise.

St. Louis—Milling-machinery Works.—The Mitchell-Parks Manufacturing Co., reported lately as incorporated, will manufacture special milling machinery; machinery has been purchased. Address John E. Mitchell, 1234-38 South Seventh street.

St. Louis—Woodenware Factory.—Chartered: The Rivers Ladder & Woodenware Co., with capital stock of \$5500, by Wayne Simmons, Louis Wittmora, G. H. Tyler and others.

St. Louis—Mantel Company.—The Incandescent Mantel Co. has been incorporated, with capital stock of \$10,000, by A. S. Newby, R. E. Rombauer and others.

St. Louis—Manufacturing.—Chartered: The Mitchell-Parks Manufacturing Co., with capital stock of \$12,000, by D. Ouslott, John E. Mitchell, Dennis Parks and others.

St. Louis—Grain Company.—Chartered: The W. H. Stuede Grain Co., with capital stock of \$40,000, by W. H. Stuede and others.

St. Louis—Shoe Factory.—Chartered: The Century Shoe Manufacturing Co., with capital stock of \$50,000, by J. L. Smith, C. Irvine and H. W. Benton.

St. Louis—Envelope Factory.—The Hesse Envelope Co., reported lately as incorporated, will conduct general printing and envelope-manufacturing business; plant has been installed; F. H. Hesse, president.

Willow Springs—Copper Mines.—The Slater Copper Mine Co. has been incorporated, with capital stock of \$100,000, to conduct general mining business, by J. C. Brown, J. W. Voorhees, L. T. Preston and others.

NORTH CAROLINA.

Apalachia—Furniture and Box Factories.—The Apalachian Land & Lumber Co., W. W. Baggs, superintendent, is negotiating with manufacturers of furniture and boxes for the erection of factories at Apalachia.

Charlotte—Agricultural-Implement Factory, etc.—E. A. Cole of Carthage, N. C., lately reported to establish a factory in Charlotte for manufacturing a patent cotton, corn and pea planter, has, with E. M. E. W. and E. O. Cole, W. E. Holt, J. S. Spencer and others, incorporated the Cole Manufacturing Co., with capital stock of \$15,000; company will also operate a foundry for making iron and brass castings. Address E. A. Cole at Charlotte.*

Durham.—An addition is being built by the Durham Cotton Manufacturing Co. 100x100 feet, and when completed will be used for finishing and shipping the products of the mill.

Fayetteville—Ice Factory.—The Fayetteville Ice Co., reported lately to enlarge its plant, will install a 25-ton plant and add large cold-storage department; building will be enlarged to accommodate the additional machinery.*

Goldsboro—Cannery.—G. A. Norwood, Jr., J. L. Borden, George C. Royall and others, recently reported to establish a cannery, have incorporated the Southern Canning Co., with capital stock of \$5000.

Goldsboro—Foundry, Machine Shop, Corn Mill, etc.—The Acme Machine Works, reported recently as incorporated, has organized with J. J. Street, president; Joe A. Street, vice-president, and Will E. Street, secretary-treasurer. Company has contracted with Porter & Godwin for its buildings, as stated last week. Plant will include machine, blacksmith and pattern shops, foundry, corn-flour mill, mercantile house and a 125-horse-power steam plant for power. Capital stock is \$300,000. Address the president.*

Hickory—Broom Factory.—W. A. Hall contemplates establishing a broom factory.*

Kinston—Woodworking Factory.—C. W. Crabtree will establish a factory for manufacturing barrel bungs.*

Marion—Furniture Factory.—The Western Furniture Co., reported lately as incorporated, will manufacture furniture in connection with the Catawba Furniture Co.

Marion—Furniture Company.—The Western Furniture Co. has been chartered, with capital stock of \$10,000, and privilege of increasing to \$40,000, by F. F. Wrenn and others.

Monroe—Jewelry Company.—J. M. Belk, R. Morrow and W. J. Rudge have incorporated the W. J. Rudge Company to deal in jewelry, silverware, musical instruments, etc.; capital \$2400.

Shelby—Electric-light and Power Company.—The Shelby Electric Light & Power Co. has been organized for establishing an electric-light plant.

Statesville—Flour Mill.—The Statesville Flour Mills has been incorporated, with capital stock of \$30,000.

Weldon—Peanut Factory.—The North Carolina Peanut Co. has been incorporated, with capital stock of \$50,000, for the erection of the peanut factory reported recently to be established by Emory & Pearce. Address T. L. Emory or M. W. Ransom.

SOUTH CAROLINA.

Catechee—Cotton Mill.—The Norris Cotton Mills has, it is reported, ordered 6000 spindles and accompanying machinery for fine sheetings.

Charleston—Telephone Lines.—The Gordon Telephone Co., Cecil G. Fennell, secretary, will arrange for enlarging its system and extending long-distance lines.

Charleston—Drug Company.—Chartered: The Pryor-McKee Drug Co., with capital of \$4000, by S. M. Pryor and John McKee.

Clear Water (not a postoffice)—Bleachery.—The Clear Water Bleachery & Manufacturing Co., Thomas Barrett, Jr., Augusta, Ga., president, previously reported as having let contract for plant, will have main building, 33x76 feet, with two wings, 225x33 and 196x51 feet; separate from these will be a dyehouse, 91x63 feet, and two storehouses, 149x40 feet; capacity for bleaching 8,000,000 yards of goods per week, of which amount 3,000,000 yards can also be printed; will also operate box factory and machine shop.

Darlington—Laundry.—The establishment of a laundry is contemplated. Address Lock Box No. 6.*

Georgetown—Lumber Company.—John A. Kelly of Kingstree, P. A. Wilcox of Florence, F. S. Wilcox of Georgetown and others have incorporated the Georgetown Lumber & Timber Co., with capital stock of \$250,000, to conduct general lumber and timber business.

Red Bluff—Cotton Mill.—The Octoraro Mills Co., reported recently as organized, is but a reorganization of the old Red Bluff Mills; it is a yarn mill, and will operate 5000 spindles; J. H. Rawlins, superintendent.

Spartanburg—Furniture Factory.—Efforts are being made to organize a \$30,000 stock company for the erection of a furniture factory. John B. Cleveland is interested.

West Springs.—The Palmetto Gold Mining Co. has been incorporated, with capital stock of \$1,000,000, to mine gold, silver, copper, etc.; principally the West Springs gold mine, on which work has commenced; company proposes to establish a plant and equip it with automatic machinery for handling the quartz; daily output 100 tons; incorporators, L. C. Cannon of Spartanburg, S. C.; Henry Kurtz and Lucius C. Embree of

Princeton, Ind. Address L. C. Cannon at Spartanburg, the company's headquarters.

Woodstock (not a postoffice)—Cotton Mill Supply Factory.—The Woodstock Hardwood & Spool Manufacturing Co. has been incorporated, with capital stock of \$15,000, to manufacture cotton-mill supplies, bobbins, picker sticks, spools, handles and woodenware; incorporators are W. H. Welch, W. H. Jones and J. O. Koster of Charleston, and J. F. Williams of Woodstock.

TENNESSEE.

Bristol.—Chartered: The National Pneumatic Pump & Manufacturing Co., to manufacture and sell pumps, etc.; capital stock \$10,000; incorporators, H. E. Jones, F. T. Blanchard, B. B. Harding and others.

Chattanooga—Shuttle Factory.—W. W. Sanders, No. 1 Boyce street, contemplates the organization of a stock company to establish a shuttle, bobbin and spool factory.*

Chattanooga—Plow Factory.—S. T. Dewees of the S. T. Dewees Manufacturing Co. has secured control of J. B. Hawkins' disallow interests, and will engage in their manufacture on a large scale; brick and frame building is now being erected for this purpose.

Chattanooga—Telephone System.—The Cumberland Telephone Co., James E. Caldwell, general manager, has acquired control of the entire system of the East Tennessee Telephone Co., and will expend a large amount in improvements in Chattanooga, which include the erection of a large building, installation of new switchboard and a full and improved metallic service.

Chattanooga—Laundry and Dye Works.—The Chattanooga Steam Laundry and Dye Works has installed \$5000 worth of new machinery.

Chattanooga—Guano Factory.—It is reported that contract will be awarded about November 14 for the erection of a guano factory with capacity of 10,000 tons per season. Names of interested parties will be announced later.

Cleveland—Broom Factory.—Mr. Horton of Madisonville will establish a broom factory in the Longley Building, with capacity of fifty dozen brooms per day.

Knoxville—Distillery.—Samuel Lane of Knoxville and R. T. Wilson of Lexington, Ky., will build a distillery to cost \$2000.

Lebanon—Sash and Blind Factory.—Ed. Harvell and Robt. Nolen will establish a sash and blind factory.

Manchester—Coal Mines, etc.—Charles Heidenberg, Frank Edleman, T. B. Martin, E. L. Hampton and E. L. Davis have incorporated the Sewanee Coal, Coke & Land Co. of Coffee county, with capital stock of \$25,000.

Memphis.—Chartered: The Memphis Lint Co., with capital stock of \$5000, by J. A. Kretchenar, Isaac Mendel, W. W. Hayden and G. W. Stahlman.

Nashville—Mercantile.—Chartered: The J. E. Manix Dry Goods Co., by R. J. McRay and others; capital stock \$200,000.

Ridgely.—A company is being formed in Peoria, Ill., with Geo. H. Brush, president and manager, and B. F. Ordway, treasurer, for the purpose of developing, manufacturing and introducing a new invention. Address the president at Ridgely.

Rockwood—Coal Mines.—The Renfro Mining Co. has been incorporated, with capital stock of \$30,000, for the development of coal mines near Rockwood, work on which has commenced; J. M. Tarwater, president; Joe Baker, vice-president; Polk Tarwater, secretary and treasurer, and Sewell Howard, manager.

Tullahoma—Lighting Contract.—A special committee has been appointed by the board of aldermen to let contract for lighting the city for three to five years. Address "The Mayor."

Unicoi—Timber Lands.—The Columbian Paper Co. of Bristol, Tenn., has purchased timber at Unicoi and will cut and ship same at once.

Whitesburg—Flour Mill.—A flour mill is reported as being built. For particulars address Yancey Farnsworth.

TEXAS.

Austin—Electric-light Plant.—Additional machinery will be purchased by the city to enlarge its electric-light plant. Address Superintendent Patterson of the municipal water and light plant.

Beaumont.—Chartered: The Mexico & West Indian Transfer Co., with capital stock of \$50,000, by W. H. Turner, T. J. Hooks and B. H. Hooks.

Beaumont—Foundry and Machine Shops.—The Neches Iron Works, Clyde Fletcher, pro-

prietor, is erecting additional buildings, the main one of which will be two stories, 44x96 feet, equipped with new machinery at a cost of \$12,000.

Bosqueville—Oil Wells.—John R. Rivers has discovered and will develop oil well.

Dallas—Telegraph Company.—Norman G. Kittress, George C. Felton and T. P. Cook have incorporated the American District Telegraph Co., with capital stock of \$200,000.

Denison—Cotton Mill.—The American Cotton Spinning Co. will increase its capital stock from \$100,000 to \$200,000.

Denison—Cotton Mill.—The American Cotton Spinning Co. will increase its capital stock from \$100,000 to \$200,000 and expend \$50,000 in building new warehouses and tenements, in purchasing lighting and heating apparatus and in installing new machinery to increase capacity; company has 15,000 spindles, and has partial equipment for 40,000 spindles, which will be in operation soon; W. B. Munson, president.

Fort Worth—Packery.—It is reported that the establishment of a packery is contemplated. Address secretary Board of Trade.

Galveston—Grain Elevator.—The Texas Star Flour Mills has let contract for the reconstruction of its grain elevator that was seriously damaged by the hurricane of September 8; new structure will be of steel.

Galveston—Camera Supply Company.—Chartered: The Galveston Camera Supply Co., with capital stock of \$2500, by B. P. Knoll and others.

Grand Saline—Salt Works.—The Grand Saline Salt Co., reported several months ago as incorporated, has purchased the plant and ground of the Grand Saline Salt Works, including 464 acres of salt land. Plant is producing about 250 barrels salt per day. Jos. M. Dickson is president, and James Harrison, secretary and treasurer. Address the president at North Texas Bank Building, Dallas, Texas.

Houston—Rice Mill and Elevator.—The T. H. Thompson Seed & Rice Milling Co. expects to begin work next March on its proposed 450-barrel rice mill and 200-barrel grist mill, reported last month as to be erected; company will also build elevator; T. H. Thompson, president.*

Houston—Box Factory.—The Houston Box Factory has been chartered, with capital stock of \$10,000, to operate saw-mill and box factory, by W. F. Lewis, W. E. Scott and E. H. Ackley.

Jacksboro—Light and Power Company.—Chartered: The Jacksboro Light & Power Co., with capital stock of \$6000.

Jewett—Ginnery, etc.—The Jewett Gln & Cotton Co. has been incorporated, with capital stock of \$8000.

Laredo—Irrigation Plant.—G. A. Burr, Arino, Durango, Mexico, will establish a steam or gasoline irrigation plant at Laredo to lift 100 to 150 gallons of water per minute to an elevation of seventy feet.*

Laredo—Ice Company.—Chartered: The Consumers' Ice Co., with capital stock of \$2500, by Sam Mackin, F. H. Lithgow and W. J. Sames.

Laredo—Laundry.—Chartered: The Laredo Steam Laundry, with capital stock of \$5000, by C. D. Fraser, J. R. Moore and W. J. Sames.

Lockhart—Electric-light Plant and Ice Factory.—Lockhart water-works, C. E. Jones, superintendent, will install an electric-light plant of 2500 lights (as lately reported), and in January a five-ton ice plant in connection with its water-works plant, which latter will be in operation in thirty days.

Mexia—Water-works.—The city will not construct water-works, as lately reported; works are already constructed and in operation; W. E. Doyle, mayor.

Pattonville—Telephone Company.—The Paris & Minter Telephone Co. has been incorporated to operate a telephone line from Pattonville to Paris, Minter and other points; capital \$2500.

Faxton—Lumber Company.—The Sabine River Lumber Co. has been incorporated, with capital stock of \$5000, by F. L. Berry, J. E. Cabaniss and J. C. Hill.

Port Arthur—Rice Mill.—The Port Arthur Rice Milling Co., lately reported as incorporated, is building a rice mill of 800 barrels capacity; Geo. M. Craig, manager.

Taylor—Mining.—Chartered: The Taylor & Simalao Mining Co., with capital stock of \$24,000, by James A. Thompson, Crawford H. Booth, Curren Mendel and others.

Waco—Lumber Mills and Building Materials.—W. W. Cameron, Flora B. Cameron and R. H. Downman have incorporated the William Cameron Co., with capital stock of \$2,400,000, for the manufacture of lumber and

building materials; company has several saw-mills in operation.

Wharton-Syrup Mill.—The Jones Syrup Mill has been established, with daily capacity of 200 gallons.

Windom-Gln.—The Windom Gln Co., reported lately as incorporated, has gln completed; capacity four 70-saw glnstands.

VIRGINIA.

Alexandria—Chemical Company.—Chartered: The Kretol Chemical Co., with capital stock of \$1,000,000, by R. Young, R. Browne and others.

Berkley—Stock-yards.—The Union Stock-Yard Co. has commenced work on the erection of its large buildings, which include horse barn 64x262 feet with capacity for 300 horses, mule barn 80x160 feet with capacity for 200 mules, cattle, sheep and hog pounds, etc. W. L. Patterson of Baltimore, Md., has supervision of the work.

Covington—Coal Trestle.—The Virginia Coal & Supply Co., reported lately as incorporated, will conduct a general coal business and build a coal trestle with 300 to 400 tons capacity; company does not at present contemplate developing coal mines; R. T. Bopes, president.

Danville—Furniture Factory.—Conway & Walker, reported lately as incorporated, has woodworking plant already in operation; F. L. Walker, president.

Danville—Cigarette Factory.—The American Tobacco Co. (office in New York) will establish a factory for all-tobacco cigarettes to employ 600 hands; building 60x130 feet, three stories, will be used. E. V. Williams, manager Allen & Glinter branch of the company at Richmond, is in charge.

Hollins—Electric Plant, etc.—Hollins Institute, reported recently to install electric light plant, will not do so until next June, at which time correspondence will be solicited; at the same time a pump, probably a hot-air pump, to supply a large reservoir, will also be installed; Jos. A. Turner, business manager.*

Leesburg—Flour Mill.—John O. Daniel has rebuilt the Evergreen Mill, burned some years ago; modern machinery has been installed at a cost of \$7000 and the mill leased to O. A. Chamblin.

Lynchburg—Hosiery Mill.—The Lynchburg Hosiery Co. has been incorporated, with Jos. G. Burton of Lynchburg, president; R. M. Patton of Cupeper, secretary and treasurer, and G. H. Gilmer, R. C. Blackford and J. P. Robertson, board of directors; company will manufacture textile and other fabrics; capital stock \$10,000.

Newport News—Bridge.—Contract has been awarded to the Alabama Bridge & Iron Co. of Decatur, Ala., for construction of the steel bridge over the tracks of the Chesapeake & Ohio Railroad Co., as lately reported.

Norfolk—Silk Company.—The Norfolk Silk Co. will install 100 new looms and other additional machinery.

Norfolk—Shipbuilding Plant.—The Norfolk Shipbuilding & Dry-Dock Co. has had plans completed for its extensive plant, mention of which has been made at intervals in these columns; company will effect permanent organization in the near future and proceed with the establishment of its proposed plant. Address J. A. C. Groner.

Norfolk—Fertilizer Company.—The Imperial Company has been incorporated, with capital stock of \$100,000, for the purpose of dealing in fertilizers, etc. Lincoln A. Young is president; John R. Young, vice-president, and Chas. L. Young, secretary and treasurer.

Norfolk—Machine Shops.—The Morris Smokeless Furnace Co. has been incorporated, with capital stock of \$100,000, to manufacture a patent smokeless device for steam boilers; T. J. Wool is president; P. H. Larkin, vice-president; H. L. Maynard, secretary, all of Portsmouth, Va., and N. Beaman of Norfolk, treasurer.

Norfolk—Real-estate and Lumber Company.—The Deal Land & Lumber Co. has been chartered, with capital stock of \$10,000, to deal in real estate and lumber. W. F. Deal, Emporia, Va., is president; J. T. Deal of Norfolk, secretary-treasurer and general manager.

Petersburg—Cigarette Factory.—The American Tobacco Co. of New York will, it is said, purchase building in Petersburg and establish a cigarette factory.

Radford—Saw-mill.—K. T. Crawley will build a saw-mill of 6000 feet capacity daily.

Richmond—Brewery.—The Rosenegk Brewing Co. will double the capacity of its brewery.

Richmond—Water Supply.—It is said that the city proposes the construction of a 200,

000,000-gallon reservoir; Col. W. E. Cutshaw, city engineer.

Richmond—Granite Quarries.—The Richmond Granite Quarrying Co. has been chartered for the development of granite quarries, etc.; capital stock is to be not less than \$15,000 nor more than \$25,000; Peter Copeland is president and general manager, and Henry Brown, secretary and treasurer.

Saltville—Alkali Works.—The Mathieson Alkali Works will, it is reported, increase capital stock to \$10,000,000.

Staunton—Knitting Mill.—Subscriptions are being solicited to assure the organization of the proposed knitting-mill company lately noted. J. J. Bockee of New York makes the proposition for the establishment of plant. Jas. H. Woodward, president of Board of Trade, Staunton, will forward letters to J. J. Bockee.

WEST VIRGINIA.

Charleston—Foundry and Machine Shops.—The Charleston Boiler Works and the Elk Foundry & Machine Co. will be purchased by the Vulcan Iron Works, which has been incorporated, with authorized capital of \$100,000, by Frank Woodman, Edwin Palsne, Mott Barton, George Minsker and A. W. Hager.

Charleston—Oil Wells.—The Donoho Oil Co. has been chartered, with capital stock of \$2000, by George L. Whitney, Frank L. Stevenson, Merritt Greene and others, all of Wheeling.

Charleston—Printing-press Works.—The John M. Jones Company has been chartered, with capital stock of \$75,000, for the manufacture of printing presses, etc., by M. W. Donnelly, T. S. Clarke, C. Wood, A. B. Lewis and others.

Fairmont—Stove and Range Works.—A New York manufacturing company is investigating with a view to securing site, etc., in Fairmont for the establishment of large stove and range works. W. W. Woods of Fairmont can probably give information.

Fairmont—Bridges.—The Baltimore & Ohio Railroad Co. has awarded contract to W. E. Howley & Co. of Pittsburg, Pa., for constructing a branch line from Fairmont to Fairview, which will necessitate the construction of two bridges; J. M. Graham, chief engineer, Baltimore, Md.

Longacre—Coal Mines.—The Longacre Colliery Co. is erecting an additional water tank near mine No. 1, and will make extensive improvements to its plant.

Mannington—Window-glass Factory.—The Mannington Co-operative Glass Co., R. W. Gibson, secretary, reported lately as incorporated, will have plant, buildings of which will be 96x38, 60x132, 40x60, 40x58, 50x100 and 18x20 feet and cost \$30,000; capacity will be twelve pots, and operations will be commenced in about thirty days.

West Virginia—Timber Lands.—Robert Jenkins, Jr., 335 Water street, Pittsburg, Pa., and associates have purchased timber lands in West Virginia, but have made no plans as yet how the timber will be used or marketed.

Wheeling—Oil and Gas Wells.—Wm. L. Russell, J. G. Dillon, Chas. M. Hancher and others have incorporated the Sand Fork Oil & Gas Co., with authorized capital of \$1,000,000, to bore for oil and gas.

Wheeling—Iron Works.—The LaBelle Iron Works will hold a meeting on October 23 to consider the increase of its capital stock to \$2,500,000; J. E. Wright, president.

BURNED.

Concord, N. C.—R. A. Dees' cotton gin at sale.

Hillsboro, Texas.—Lewis Jones' cotton gin; loss about \$5000.

New Orleans, La.—W. W. Carre Lumber Co.'s dry-kiln; loss about \$2000.

Springhill, La.—Four dry-kilns of the Pine Woods Lumber Co.; estimated loss \$25,000.

BUILDING NOTES

Alexandria, La.—Bank Building.—The First National Bank will erect a two-story pressed brick and glass-front bank building to cost about \$12,000.

Baltimore, Md.—Hotel.—Contract for Mulh's Hotel has been awarded to E. M. Noel; it will be of brick, with limestone trimmings, and seven stories high.

Baltimore, Md.—Store Buildings.—Leon and Martin Lauer have had plans made for a one-story storage building 60x100 feet; William Adwell has contract. Plans for St. Michael's new hall have been completed, and call for building one-story, with basement, to cost \$50,000; contract has been awarded to Otto Goldbeck. George R. Wannenitch has awarded contract to A. K. Boteler for erec-

tion of three three-story dwellings of pressed brick, with Seneca stone trimmings.

Bartow, Fla.—Schoolhouse.—Miller & Kennard are preparing plans and specifications for erection of a \$20,000 school building.

Bay St. Louis, Miss.—Jail.—Youngblood Bros. have made plans for erection of jail; contract will be awarded November 5. Address "County Clerk."

Birmingham, Ala.—School Buildings.—The city is having plans made for three new school buildings to cost from \$35,000 to \$45,000, as lately reported, but will not build until next spring; buildings will be of brick and have capacity for seating 200 pupils each, and be heated by furnace. For particulars address Dr. J. H. Phillips, superintendent public schools.

Blacksburg, Va.—College Buildings.—The Virginia Polytechnic Institute will build barracks No. 3, to be 100x50 feet and contain sixty rooms, including bathrooms, etc., in addition to its new buildings now nearing completion.

Brenham, Texas—Building.—The Germania Society is having plans made by M. Russi for erection of a two-story building 50x100 feet to cost \$5000.

Charleston, S. C.—Hotel.—Andrew Simonds is interested with Northern parties in the erection of a hotel.

Chapel Hill, N. C.—Dormitory.—Frank P. Milburn of Charlotte, N. C., and Columbia, S. C., has made plans for a three-story dormitory for the State University at Chapel Hill, to have all modern improvements, including electric lights, steam heat, etc.

Crowley, La.—Town and Market Building. M. T. Lewman & Co. of Louisville, Ky., have contract to build a \$20,000 town and market building in Crowley.

Franklin, La.—Church.—The Kyle Lumber Co., Limited, has received contract for erection of the Methodist church, as recently reported.

Hampton Roads, Va.—Hotel.—It is reported that Northern and local capitalists will expend about \$500,000 on the erection of a hotel five stories high, 74x193 feet, to contain 150 guest rooms, electric-light plant, hot-water heating equipment, electric elevators, etc. Site for building has been bought from the Hampton Roads Realty Co., and probably that company can give information. Address company at Newport News, Va.

Little Rock, Ark.—Church.—Bishop Edward Fitzgerald has contracted to have plans drawn for a \$40,000 church for the German Catholic congregation.

Marion, Ala.—Building.—Dr. Patrick will enlarge the Judson Building by erection of hall 60x100 feet.

Mobile, Ala.—Depot.—A union depot will be erected. Address C. S. Clarke, general superintendent of the Mobile & Ohio Railroad Co.

Pacolet, S. C.—Hotel.—The Keystone Granite Co. will erect a new hotel after plans by Frank P. Milburn of Columbia, S. C., and Charlotte, N. C.

Richmond, Va.—Car Barn.—The Richmond Traction Co. has awarded contract for general work on its proposed car barn to J. H. Flippen, as lately reported; for the steel structural work for roof trusses to Virginia Bridge & Iron Co. of Roanoke; bids for steel rail, etc., have not yet been accepted. Barn will be 136x56 feet and hold twenty cars; cost \$7000.

Union, S. C.—Residence.—Major J. A. Fant will build a residence.

Valdosta, Ga.—Depot.—The Plant system has awarded contract to S. W. Booker and L. B. Brown for the erection of its proposed depot.

Valdosta, Ga.—Office Building.—C. R. and D. C. Ashley will, it is reported, build a five-story office building.

Washington, D. C.—Dwellings.—H. B. Davis has prepared plans for a two-story frame dwelling for Sarah E. Mitchell to cost \$6000; S. W. Parkham has the contract. W. L. Conley has completed plans for a residence for G. T. Smith, to have all modern improvements, including hot and cold water, furnace heat, slate roof, etc.; cost \$4500.

Williamston, S. C.—Warehouse.—A stock company has been organized and is erecting a brick warehouse with capacity for 1000 bales of cotton; building will have all modern conveniences, including complete system of water-works. Those interested are Jas. P. Gossett, G. W. Sullivan and others.

Williamston, S. C.—Warehouse.—Chartered: The Williamston Warehouse Co., with capital of \$2500, by Geo. W. Sullivan and H. C. Wilson.

Wilmington, N. C.—Warehouse.—W. B. Cooper, 310 Nutt street, is erecting a large fish warehouse.

RAILROAD CONSTRUCTION

Railways.

Apalachia, N. C.—W. M. Baggs, superintendent of the Apalachian Land & Lumber Co., writes the Manufacturers' Record that enough rails have been purchased to construct five miles of extension, and that work is now in progress. It is expected to relay the present line with heavier rails on account of the increased traffic.

Atlanta, Ga.—It is stated that the plan to build an electric road between Atlanta and Marietta has been revived, and that two companies are interested in the plan. S. A. Collins may be addressed about the project.

Beaumont, Texas.—It is expected to complete the extension of the Gulf, Beaumont & Kansas City Railroad to San Augustine within the next twelve months. The work will be done by the Gulf, Colorado & Santa Fe Railroad Co., which controls the Gulf, Beaumont & Kansas City. Construction is in progress. L. J. Polk, at Galveston, is general manager of the company.

Bon Air, Tenn.—It is officially announced that the Nashville, Chattanooga & St. Louis Railroad Co. has decided to build the branch from Bon Air to Green Place, Tenn., through coal territory. The branch will be about seventeen miles in length. J. W. Thomas, Jr., at Nashville, is general manager of the company.

Brunswick, Ga.—E. C. Machen of New York, it is reported, has secured the necessary terminal facilities for a road which he is promoting between Brunswick and Birmingham, Ala. It is stated that the line will be about 450 miles long, and that a New York syndicate may build it. Messrs. Brosten, Fendig & Co. of Brunswick are also interested in the matter.

Clarksville, Ga.—A correspondent of the Manufacturers' Record writes that arrangements have been nearly completed to build the proposed electric railroad between Clarksville and Nacoochee, a distance of fifteen miles. S. M. Chestnut is president; W. B. Hill, vice-president, and J. H. Hicks, secretary, of the company.

Cumberland, Md.—A report is current that the West Virginia Central & Pittsburg Company is considering an extension north to a connection with the Pittsburg & Lake Erie Railroad at Uniontown, Pa. The extension would be constructed from Montrose to Uniontown, a distance of sixty miles. The Central is now building a southern extension which will give it a connection with the Chesapeake & Ohio system. C. L. Bretz, at Cumberland, is general manager of the company.

Fairmont, W. Va.—It is announced that W. E. Howley & Co. of Pittsburg have secured the contract to build the railway line between Fairmont and Fairview, W. Va., a distance of about eighteen miles. It will be a feeder of the Baltimore & Ohio. T. W. Fleming at Fairmont is one of the directors of the company.

Gallatin, Tenn.—It is reported that the Chesapeake & Nashville Railroad has been sold to a syndicate represented by W. S. Smith of Kansas City, Mo., and that it is to be extended from both its present terminal points as soon as contracts can be let. Hon. J. M. Head of Nashville is reported as interested in the plan.

Huntsville, Ala.—It is stated that local business men are interested in a plan to build an electric road between Huntsville and Whitesburg, a distance of fifteen miles.

Jackson, Miss.—The Illinois Central has decided to construct five miles of additional track at Jackson and six miles at Tchula for yards. Work has already begun. David Sloan, at Chicago, is chief engineer.

Lindsay, Texas.—The Texas Southeastern Railroad Co. has been incorporated by W. M. Ashford, C. M. McWilliams and others to build a railroad between Lindsay and Diboll, in Angelina county, a distance of fifteen miles.

Marshall, Texas.—It is stated that A. W. Wheeler is interested in the promotion of a street railroad in the city and suburbs, and has asked for a franchise. He is reported to be a Northern capitalist.

Monroe, N. C.—It is stated that arrangements are being made to form a company to build a railroad between Monroe and McBee, S. C., where the line would connect with the Seaboard Air Line. E. St. John, at Portsmouth, Va., is general manager of the Seaboard.

Murfreesboro, Ark.—The Southwestern Construction Co. has been formed to build the proposed extension of the Arkansas Southwestern Railroad between Pike City and Murfreesboro. The extension will be

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about three miles long. J. A. Woodson at Little Rock is president of the company.

Natchitoches, La.—The Natchitoches Railway & Construction Co. has let a contract for its bridge across the Red river near Natchitoches. One of the officers of the company writes the Manufacturers' Record that the Natchitoches & Red River Valley Railroad, also the Red River Valley Railroad (separate corporations), will probably build to the bridge and utilize it.

New Iberia, La.—It is reported that F. F. Myles of New Orleans is interested in the plan to build an electric railroad from St. Martinsville to Berwick, La., by way of New Iberia. The distance is twenty miles.

Palo Pinto, Texas.—The business men of Palo Pinto are agitating the construction of a railroad which will connect the town with some system already in operation. W. H. Penix is chairman of the promoting committee.

Poplar Bluff, Mo.—The Southern Missouri & Arkansas Railroad Co. has made a proposition to extend its line to Poplar Bluff, a distance of twenty miles, if the city will donate \$30,000 as a bonus. E. F. Blomeyer at Cape Girardeau is one of the officers of the railroad company.

Ronceverte, Va.—The Greenbrier division of the Chesapeake & Ohio Railroad, now under construction, has been completed for a distance of nearly fifty miles, and has been partly opened for train service. It is also announced that the 14-mile branch connecting with the main line, near Prince, W. Va., is nearly completed. Decatur Axtell at Richmond, Va., is vice-president of the company.

Silsbee, Texas.—The contracts for extending what is known as the Montgomery branch of the Gulf, Colorado & Santa Fe Railroad have been let to Ricker & Lee of Galveston and John Scott & Sons of St. Louis. The work is to be completed by February 15 next. The length of the extension will be fifty miles, and it will connect with the Gulf, Beaumont & Kansas City division of the Santa Fe system. L. J. Polk at Galveston is general manager of the railroad company.

Statesboro, Ga.—The Statesboro & Register Railroad Co. has been organized for the purpose of building a line between the towns mentioned, a distance of seven miles. Among those interested are Charles G. Douglas of Washington, D. C., and F. T. Lockhart.

Tallahassee, Fla.—It is stated that arrangements have practically been completed for extending the Georgia Pine Railroad from Bainbridge to Tallahassee, a distance of forty miles. W. L. Moor, at Tallahassee, is interested in the matter. J. P. Williams, at Savannah, is president of the railway company.

Union Springs, Ala.—W. M. Blount, one of the promoters of the Union Springs & Northern Railroad, writes the Manufacturers' Record that the first section of the line would be six and one-half miles in length, but the entire distance which it is proposed to cover eventually will be 114 miles. It is calculated to float bonds to finance the undertaking.

Water Valley, Miss.—Another meeting has been held in the interest of the proposed railroad between Water Valley and Helena, Ark. Among those interested in the project are Z. D. Jennings of Water Valley.

Wheeling, W. Va.—The Wheeling Tram Company has been incorporated in West Virginia by Henry Ford, A. M. Snyder and others for the purpose of building an electric line from Wheeling to several Ohio towns. The parties interested are from Cleveland, Ohio.

Street Railways.

Greenville, S. C.—Thomas H. Regan of Thomas H. Regan & Co. of Philadelphia, contractors for the street railroad, has arrived in Greenville, and states that work is to begin upon the electric line immediately. The rails, etc., for this road have already been purchased.

Heavy Turret Lathes.—Lathes practice has been greatly improved since the introduction of heavy turret lathes specially adapted for boring, turning and facing castings. The new lathes work much larger diameter than are finished on the turret lathes introduced up to about ten years ago. The American Turret Lathe Co. of Wilmington, Del., was a pioneer in this line of machine manufacture, and has gained a prominent place for its product throughout the industrial world. A booklet illustrative and descriptive of the company's semi-automatic turret lathes has been issued, and treats of the machines from three points of view—that of the proprietor, the superintendent and the operator. Present or prospective users of turret lathes are invited to send for booklet.

Machinery, Proposals and Supplies Wanted

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Barrel Machinery.—See "Woodworking Machinery."

Blacksmith Shop.—See "Foundry, etc."

Blower and Engine.—Sheffield Rolling Mill Co., Sheffield, Ala., is in want of a blower, about eight-inch size, and a small engine to drive same.

Boiler.—Fayetteville Ice & Manufacturing Co., Fayetteville, N. C., will need a horizontal tubular boiler of seventy-five horsepower.

Boiler.—Inderled Chemical Co., 33 Ross Block, Binghamton, N. Y., wants second-hand boiler of from 120 to 150 horsepower in good condition; state make, how long in use and lowest price.

Boiler.—David F. Armstrong, McKinley, N. C., wants prices on a 100-horse-power second-hand boiler.

Boiler and Engine.—J. G. Speidel, Reading, Pa., is in the market for a 40-horse-power horizontal tubular boiler, complete, and one 25-horse-power horizontal steam engine.

Boiler and Engines.—See "Foundry, etc."

Bottling Equipment.—King Sparks, Selma, Ala., wants to correspond with manufacturers of machinery for making bottled soda water.

Broom-factory Equipment.—Chas. F. Tatum, Eatonton, Ga., is in the market for winder, sewing machine, machine for cleaning seed from broom straw, clipper, lathes for making broom handles and machinery for making broom sundries; also three to six horse-power gasoline engine.

Broom Machinery.—W. A. Hall, Hickory, N. C., wants to correspond with manufacturers of broom machinery and supplies.

Broom Machinery.—Hughes Bros., 1354 Ellis street, Augusta, Ga., want to correspond with manufacturers of power broom machinery.

Carbonated Beverages.—See "Bottling Equipment."

Chuck Manufacturers.—Georgia Spool & Bobbin Manufacturing Co., Monticello, Ga., wants addresses of chuck manufacturers.

Construction Work.—Wanted.—Proposals for 80,000 to 100,000 yards of sand filling in trestle approach by hydraulic method; material alongside of work; Geisel Construction Co., 715 Locust street, St. Louis, Mo.

Corn Mill.—See "Foundry, etc."

Electric-light Plant.—The city council of Hawkinsville, Ga., T. H. Grace, mayor, wants prices on complete outfit of electrical machinery for operating forty arc and 1500 16-candle-power lights.

Electric-light Plant.—Hollins Institute, Jos. A. Turner, business manager, Hollins, Va., will not want prices on dynamos, engines, etc., for 600 incandescent lights and extra size boilers for heating purposes, as reported by us lately, until next June, and at that time (next June) will install a pump, probably hot-air pump, to supply a large reservoir.

Elevator.—See "Rice Mill."

Elevator.—Henry Loewer, Crowley, La., wants an elevator for two-story building.

Engine.—Henry Loewer, Crowley, La., wants a 10 or 12-horse-power engine.

Engine.—See "Broom-factory Equipment."

Excelsior Machinery.—C. W. Vanordstrand & Son, 213 East Monroe street, Bloomington, Ill., want to buy excelsior-cutting machinery.

Fire Equipment.—Sealed proposals addressed to board of awards, in care of city register, Baltimore, Md., will be received until October 17 for furnishing one combination hook-and-ladder truck and chemical engine, with hose basket. Certified check for \$500 must accompany each bid. Specifications may be had upon application to Pinkney W. Wilkinson, secretary fire commissioners. Usual rights reserved.

Fire-protection Equipment.—John E. Smith Manufacturing Co., Thomson, Ga., will buy automatic sprinklers.

Founders.—Couch Bros. & J. J. Egan Co.,

East Point, Ga., wants to have a backband or buckle casted in large lots, and wants to hear from manufacturers.

Foundry Equipment.—T. H. Nance, P. O. Box 382, Talladega, Ala., wants to communicate with parties making a specialty of manufacturing small and medium-size babbit or melting ladles, wrought and cast iron; will want to order in 100 lots.

Foundry Equipment.—Cole Manufacturing Co., E. A. Cole, Charlotte, N. C., wants small foundry equipment.

Foundry, etc.—Acme Machine Works, J. J. Street, president, Goldsboro, N. C., will buy complete equipment for foundry, machine, pattern and blacksmith shops, corn-flour mill, mercantile house and a 125-horse-power boiler and 75 and 10-horse-power automatic engines.

Furniture.—F. Emerson Hoar, No. 23 Plaza Cervantes, Manilla, P. I., wants lowest export prices on school furniture delivered f. o. b. at New York; wants prices both finished and unfinished.

Gasoline Engine.—See "Broom-factory Equipment."

Ginners.—Standard Supply & Equipment Co., 108 Wood street, Pittsburg, Pa., wants addresses of Southern ginners of moss and cotton; wants to purchase low-grade cotton stock, such as linters, picker, etc.

Grist Mill.—See "Rice Mill."

Ice Machinery.—J. H. Hicks, Clarkesville, Ga., wants prices on 6 to 10-ton machine, with power, delivered.

Irrigation Equipment.—G. A. Burr, Arino, Durango, Mexico, wants prices on steam or gasoline irrigation plant to lift 100 to 150 gallons of water per minute to an elevation of seventy feet.

Laundry Machinery.—Lock Box No. 6, Darlington, S. C., wants to correspond with new and second-hand dealers in laundry machinery.

Machine-shop Equipment.—See "Foundry, etc."

Machine Tools.—Cole Manufacturing Co., E. A. Cole, Charlotte, N. C., wants light iron tools.

Masonry Water Tower.—E. A. Hitchcock, Secretary Department of Interior, Washington, D. C., will receive sealed proposals in duplicate until October 31 for the erection and completion of a masonry water tower for water-works for government hospital. Specifications, general instructions and conditions and blank forms of proposals may be had and drawings seen on application. Usual rights reserved.

Pattern Shop.—See "Foundry, etc."

Piping.—See "Woodworking Machinery."

Plumbing and Steam Heating.—Sealed proposals will be received until November 3 for plumbing and steam heating of the new armory, boathouse and power-house at the United States Naval Academy, Annapolis, Md. Plans and specifications may be seen and full particulars obtained at office of P. J. Carlin & Co., builders, United States Naval Academy, Annapolis, and 26 Court street, Brooklyn, N. Y.

Pump.—See "Electric-light Plant."

Machine Tools.—Valley Iron Works, Williamsport, Pa., is in the market for floor grinder to take two wheels twenty-four inches diameter, two-inch to four-inch face, about two-inch spindle, forty-eight inches between wheels, height from floor to center of spindle about thirty-four inches; weight, complete, from 1000 to 1500 pounds; new or second-hand.

Machine Tools.—See "Chuck Manufacturers."

Oil Mill.—Wm. L. Taylor, Van Buren, Ark., wants proposals for complete outfit for a one-press and a two-press cottonseed-oil mill.

Rice Mill.—T. H. Thompson Seed & Rice Milling Co., T. H. Thompson, president, Houston, Texas, will ask bids next March on equipment for rice mill, grist mill and elevator.

Rolling-mill Equipment.—See "Blower and Engine."

Saw-mill.—See "Woodworking Machinery."

Saw-mill.—K. T. Crawley, Radford, Va., wants to buy saw-mill of 6000 feet capacity daily, second-hand.

Shop Equipment.—Chas. R. Ross, Madisonville, Ky., is in the market for full equipment of second-hand machinery for machine shop.

Telephone Equipment.—J. H. O'Neill, Handsboro, Miss., wants bids on twenty 'phones and about eight miles of wire.

Tools, Lumber, etc.—F. B. McClintic, assistant surgeon M. H. S. in command of Cape Fear Quarantine, Southport, N. C., will receive sealed proposals until October 16 to furnish tools, lumber and shipchandlery for

use of the hospital service. Schedules and further information may be obtained upon application. Usual rights reserved.

Viaduct Construction.—City of Atlanta, Ga., will call for bids within a week for the proposed Whitehall street viaduct; about \$100,000 is estimated expenditure. Address "The Mayor."

Water-works.—Apalachicola, Fla., wants proposals for installation of water-works of fifty hydrants; wants bids for contract for complete system and under franchise. Address G. W. Hinsey, city clerk.

Woodworking Machinery.—Daniel Ravencel, Highlands, N. C., wants addresses of parties who make lathes suitable for turning locust and oak plus for telegraph and telephone lines.

Woodworking Machinery.—John F. Riley, Charleston, S. C., is in the market for small planer and matcher for flooring.

Woodworking Machinery.—See "Broom-factory Equipment."

Woodworking Machinery.—J. H. Hicks, Clarkesville, Ga., wants to correspond with manufacturers of machinery for making spokes, handles, wagons and furniture.

Woodworking Machinery.—W. W. Sanders, No. 1 Boyce street, Chattanooga, Tenn., wants to correspond with manufacturers of machinery for making bobbins, shuttles and spools for cotton mills.

Woodworking Machinery.—Jas. Creeger & Son, Thurmont, Md., want 18 or 20-inch jointer, carriage cut-off saw, band saw, seven or eight-inch four-side molder, single-spindle shaper, 40-foot, 1 15-16 shafting, hangers, etc., and a lot of one-inch steam pipe.

Woodworking Machinery.—F. S. Smith, Mappsburg, Va., wants second-hand planer and matcher to dress about 24x6.

Woodworking Machinery.—C. W. Crabtree, Kinston, N. C., wants to correspond with manufacturers of machinery for making barrel bungs.

Woodworking Machinery.—J. G. Speidel, Reading, Pa., is in the market for a wood planer, new or second-hand.

Woodworking Machinery.—A. B. Hitchcock, receiver, Norfolk, Va., is in the market for second-hand planing machinery.

Woodworking Machinery.—Ronda Manufacturing Co., Ronda, N. C., wants quotations on rod machine to turn rods five-sixteenths inch; second-hand preferred; also wants saw arbors.

Woodworking Tools.—Cole Manufacturing Co., E. A. Cole, Charlotte, N. C., wants woodworking tools.

Sprinkler Bulletin.—Interesting information concerning equipments for fire protection is offered to readers in the September 30 issue of the "United States Sprinkler Bulletin." Manufacturers in the South will be especially interested in the description and illustration of the fine yarn mill at Chattanooga which the General Fire Extinguisher Co. has recently equipped with its Grinnell Automatic Sprinklers. Another Southern plant using this system is the Knoxville Woolen Mills, with what excellent satisfaction is told in the Bulletin. Requests to the General Fire Extinguisher Co. at Providence, R. I., for copy of the Bulletin mentioned will be honored.

Commercial Advantages of Paducah, Ky.—A booklet has been issued relative to the commercial advantages of Paducah, Ky. This Southern city ranks with the larger cities in bank clearings, those operations of a financial nature that are generally conceded to indicate the business a city is transacting. Paducah has many of the advantages requisite for manufacturing enterprises of various kinds, and prospective plants are invited to locate there. Especially the textile manufacturer is invited to examine the city's admirable situation for the production and distribution of textile products. The Commercial and Manufacturers' Association will send booklet to those desirous of knowing further facts regarding Paducah.

Pneumatic Tools.—The use of pneumatic tools and other pneumatic mechanical appliances is a development of recent years. Pneumatic labor-saving appliances of many kinds are used in the principal ship-yards, railroad shops and manufacturing plants of the entire world. A large portion of the equipment used is the product of the Chicago Pneumatic Tool Co. of 632 Monadnock Block, Chicago. This company's latest catalogue presents a complete list, assisted by illustrations, of the tools it manufactures. The accompanying text is printed in English, French and German. At the Paris Exposition highest award and gold medal was conferred to the Chicago company for pneumatic tools.

FIFTH ANNUAL REPORT OF THE CENTRAL OF GEORGIA RAILWAY CO.

Savannah, Ga., September 7, 1900.

To the Stockholders:

Your Directors submit the following report upon the operations of the Company for the year ended June 30, 1899, and its financial condition at that date:

INCOME ACCOUNT.

	1900.	1899.	Increase.
Gross Earnings.....	\$6,086,263 33	\$5,767,345 63	\$318,917 70
Operating Expenses.....	3,997,748 03	3,739,977 70	257,770 33
Net Earnings.....	\$2,088,515 30	\$2,027,367 93	\$61,147 37
Other Income.....	231,463 02	215,218 12	16,244 90
Total Income.....	\$2,319,978 32	\$2,242,586 05	\$77,392 27
Deductions:			
Interest on Funded Debt.....	\$1,536,800 00	\$1,536,800 00
Rentals.....	415,555 98	411,700 00	\$3,855 98
Taxes.....	298,657 43	296,723 87	1,933 56
Miscellaneous.....	27,997 06	8,463 67	19,533 39
Totals.....	\$2,189,012 07	\$2,163,687 54	\$25,314 53
Net Income.....	\$130,966 25	\$78,888 51	\$52,077 74

PROFIT AND LOSS ACCOUNT.

The credit balance at June 30, 1899, was.....	\$81,642 96
The Net Income for this fiscal year was.....	130,966 25
Profits from other sources were.....	75 00
Total credits.....	\$212,684 21

Of which there has been expended:

For Dividend October 1, 1899, on First Preference Income Bonds.....	\$80,000 00
For liquidation of Receivers' and Purchasers' Accounts.....	1,598 07
	\$1,598 07

Leaving a credit balance carried to the next year of.....\$131,086 14

FINANCIAL CONDITION.

The following changes have occurred during the year, viz.:

Assets:	Increase.	Decrease.
Cost of Road and Property.....	\$200,781 06	
Investments.....	69,044 72	
Materials and Supplies.....	75,993 04	
Deferred Assets.....		\$7,422 24
Current Assets.....		7,233 18
Total Increase of Assets.....	\$280,773 40	
Liabilities:		
Funded Debt.....	\$140,000 00	
Reserve Funds.....		33,708 24
Interest, Rentals and Taxes accrued, not due.....	7,769 10	
Deferred Liabilities.....	196 66	
Current Liabilities.....	117,072 70	
Profit and Loss.....	49,443 18	
Total Increase of Liabilities.....	\$280,773 40	

The increase in Cost of Road and Property was occasioned by the following expenditures:

Extension from Seagrift to Andalusia, Ala.....	\$128,480 94
Sidings and spurs.....	55,595 27
Station buildings, warehouses and platforms.....	16,704 85
	\$200,781 06

The increase in Investments is explained by the General Balance Sheet, Table No. 1 of the Auditor's report.

An analysis of the increase in Materials and Supplies is indicated by Table No. 18 of the Auditor's report.

The increase of Funded Debt is accounted for by the issue of Consolidated Mortgage bonds to the amount of.....\$140,000
prior to June 30, in addition to which there have since been issued of the same bonds, 60,000
which will make a total issue of.....\$200,000
for the aforementioned expenditures for Road and Property.

The decrease in Reserve Funds is explained by the use during the year of the \$65,693.51 Equipment Reserve for the application of air brakes and automatic couplers to freight cars, in addition to which there was expended for the same purposes and charged to expenses the sum of \$17,063.83.

As the Current Assets at June 30, 1900, were.....\$955,163 29
and the Current Liabilities.....588,760 41
the Net Current Assets were.....\$366,402 88
and there was no floating debt.

MILEAGE.

By the President's report it will be observed that the miles of road operated at June 30, 1900, were.....1,560.36
The miles operated at June 30, 1899, were.....1,523.71

The increase consists of:

Extension from Seagrift to Andalusia, Ala.....	15.95
Columbia to Dothan, Ala., leased from the Chattanooga & Gulf Railroad Co.....	20.70
	36.65

EQUIPMENT.

For Equipment changes during the year specific reference is made to the table in the report of the President.

CHATTAHOOCHIEE & GULF RAILROAD.

This line of railroad, completed prior to June 30, 1900, from Columbia to Dothan, Ala.....20.70 miles
to Hartford, Ala., July 17, 1900.....22.14 miles
and under construction to Sellersville, Ala., approximately.....24.54 miles
67.38 miles

has been leased by your Company, in perpetuity, at an annual rental of \$30,000 and under a condition that one-sixth thereof shall be used annually for the retirement of the lessor's bonds, and that when the same shall have been wholly retired (requiring about thirty years) the rental shall then be reduced to \$10,000 per annum. The capitalization of this property consists of \$200,000 of stock and \$300,000 of bonds.

BRUTON & PINEORA RAILWAY.

This property, now extending from Bruton to Register, Ga., a distance of fifty-eight

miles, has been acquired by your Company as of July 1, 1900. Arrangements are under way for the issue of a divisional first mortgage at \$8000 per mile to cover the purchase price and provide for an extension to your main line at or near Pineora, Ga., which will remove the difficulties under which the property has heretofore been operated and improve the traffic conditions.

Attention is directed to the report of the President respecting the operation of your property and its physical condition; also to the report of the Auditor respecting the financial condition of your Company, the results of its operation, in detail, and statistics upon its operations and traffic.

The accounts of your Company have been examined by Messrs. Haskins & Sells, Certified Public Accountants.

Our late President, Mr. H. M. Comer, died at his home in Savannah on the 26th of February last. Resolutions expressive of our appreciation of his high character, his rare ability and his services to this Company were entered upon the minutes of the Board and a copy sent to his family.

Respectfully submitted, by order of the Board,

J. F. HANSON,

Chairman.

CENTRAL OF GEORGIA RAILWAY COMPANY,

Office of the President.

Savannah, Ga., September 6, 1900.

Mr. J. F. HANSON,

Chairman of the Board:

Dear Sir—Permit me to report on the operations and physical condition of this property for the fiscal year ended June 30, 1900, viz.:

MILEAGE.

The following is a list of proprietary lines, leased lines and lines leased to other companies:

Lines Owned:	Miles.
Savannah to Tybee, Ga.....	17.70
Savannah to Atlanta, Ga.....	294.72
Meldrim to Lyons, Ga.....	58.06
Gordon to Covington, Ga.....	81.29
Macon Junction to Athens, Ga.....	101.76
Gainesville to Thomas, Ga. (entire stock owned).....	14.25
Griffin to Carrollton, Ga.....	58.67
Americus to Columbus, Ga.....	62.34
Columbus to Greenville, Ga. (Narrow Gauge).....	49.51
Columbus, Ga., to Birmingham, Ala.....	156.74
Columbus, Ga., to Andalusia, Ala.....	137.14
Opelika to Roanoke, Ala.....	38.12
Montgomery to Eufaula, Ala.....	79.65
Eufaula to Ozark, Ala.....	68.00
Total proprietary lines.....	1,211.90

Leased Lines:

Augusta & Savannah Railroad:	
Millen to Augusta, Ga.....	53.21
Southwestern Railroad:	
Macon, Ga., to Eufaula, Ala.....	143.60
Fort Valley to Columbus, Ga.....	71.00
Fort Valley to Perry, Ga.....	12.50
Smithville, Ga., to Columbia, Ala.....	85.01
Cuthbert to Fort Gaines, Ga.....	20.50
	332.61

Chattahoochee & Gulf Railroad:

Columbia to Dothan, Ala.....	20.70
Total leased lines.....	406.32

Total mileage of system.....

1,618.22

Leased to Georgia & Alabama Railway Co.:

Meldrim to Lyons, Ga.....	58.06
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Miles operated June 30, 1900.....1,560.36

EARNINGS, EXPENSES AND TAXES.

Earnings:	1900.	1899.	Inc.	Dec.	Per cent of increase or decrease.
From Passengers.....	\$1,375,433	\$1,326,362	\$49,071	3.70	
From Freight.....	4,010,059	3,713,456	296,603	7.99	
From Mail.....	162,265	161,823	442	.27	
From Express.....	81,163	80,241	922	1.15	
From Other Sources.....	457,343	485,463		28,120	5.79
Total Earnings.....	\$6,086,263	\$5,767,345	\$318,918		5.53
Expenses:					
Maintenance of Way and Structures.....	\$1,002,883	\$910,792	\$92,091	10.11	
Maintenance of Equipment.....	695,721	628,063	67,658	10.77	
Conducting Transportation.....	2,143,865	2,087,419	56,446	2.71	
General Expenses.....	245,279	223,704	21,575	9.64	
Total Expenses.....	\$3,997,748	\$3,739,978	\$257,770	6.89	
Taxes.....	208,657	206,733	1,924	.93	
Total Expenses and Taxes.....	\$4,206,405	\$3,946,711	\$259,694	6.60	
Net Earnings, including Taxes.....	\$1,879,858	\$1,820,634	\$59,224	3.25	
Ratio of Expenses and Taxes to Earnings.....	69.11	68.78	.33	.48	

GROSS EARNINGS, OPERATING EXPENSES AND NET EARNINGS, AVERAGES PER MILE OPERATED, AVERAGES PER REVENUE TRAIN MILE, ETC.

	1900.	1899.	1898.	1897.	1896.
Average Miles Operated.....	1,539.12	1,523.71	1,523.71	1,491.42	1,454.55
Revenue Train Miles.....	4,400,246	4,156,234	3,832,938	3,530,175	3,534,433
Gross Earnings.....	\$6,086,263 33	\$5,767,345 63	\$5,507,069 73	\$5,280,695 96	\$5,429,082 53
Gross Earnings per mile operated.....	3,954 38	3,785 07	3,614 25	3,540 72	3,732 40
Gross Earnings per revenue train mile.....	1 38	1 39	1 43	1 49	1 51
Operating Expenses.....	\$3,997,748 03	\$3,739,977 70	\$3,433,776 92	\$3,271,593 79	\$3,605,466 31
Operating Expenses per mile operated.....	2,597 42	2,467 65	2,253 56	2,193 61	2,475 53
Operating Expenses per revenue train mile.....	91	91	90	93	100
Operating Expenses percentages of gross earnings.....	65.68	65.19	62.35	61.95	68.45
Net Earnings.....	\$2,088,515 30	\$2,027,367 93	\$2,073,292 81	\$2,009,102 17	\$1,823,616 22
Net Earnings per mile operated.....	1,356 96	1,317 42	1,369 69	1,347 11	1,253 73
Net Earnings per revenue train mile.....	47	48	53	56	51
Net Earnings percentages of gross earnings.....	34.32	34.81	37.65	38.05	33.59

Gross Earnings and Operating Expenses for year ended June 30, 1896, include transportation charges on materials and supplies over each operating division when for the use of

another division, the amount involved in which is unknown, because of a record thereof not having been maintained. This had no effect whatever upon the Net Earnings.

Comparing the fiscal year ended June 30, 1900, with the previous year the following results appear, viz.:

The revenue passengers carried during the year increased 213,104, or 13.52 per cent., with an increase in revenue passengers carried one mile of 3,969,869, or 7.01 per cent.

The revenue freight carried during the year increased 258,929 tons, or 11.77 per cent., with an increase in tons one mile of 10,188,301, or 2.86 per cent., and a decrease in the average haul of 12.9 miles, or 7.97 per cent.

New steel rails placed in track and additional side and spur tracks caused an increase in the cost of maintenance of way.

The increased cost of maintenance of equipment resulted from placing air brakes and automatic couplers on locomotives and freight cars in compliance with the national statutes; also from the purchase of three new sleeping cars.

The increased cost of conducting transportation was produced by the additional mileage and the increase of business on parts of the road.

During the past year there has been a considerable increase in the cost of labor, materials and supplies required in the operation of railway properties.

State, county and municipal taxes increased .33 per cent.

EXTENSIONS AND SIDE TRACKS.

The extension of the Mobile & Girard Division from Searight to Andalusia, Covington county, Alabama, a distance of sixteen miles, was opened for traffic on September 24, 1899.

The track mentioned in the last Annual Report, extending from Covington, Ga., to the Porterdale Mills, on Yellow river, in Newton county, Georgia, was opened for the operation of trains in August, 1899.

Twenty miles of the Chattahoochee & Gulf Railroad, extending from Columbia to Dothan, Ala., were received and operations thereover commenced by this Company on May 2, 1900. This railroad is being constructed to the western part of Geneva county, Alabama.

During the year 110 new side and spur tracks were constructed, aggregating 28.33 miles, and thirty-three side and spur tracks were extended, aggregating 2.17 miles, making a total

of 30.5 miles of side and spur tracks constructed and extended; 4.92 miles of side and spur tracks were removed or shortened.

CROSSTIES.

718,633 cross-ties were placed in track during the year, an increase of 74,237 over the previous year.

BALLAST.

Twenty miles of track were ballasted, the materials used being stone, gravel, slag and cinders.

BRIDGES AND TRESTLES.

In repairing, rebuilding and constructing bridges and trestles during the year there were used 7,539,000 feet (board measure) of timber. Two steel highway bridges were constructed and placed in position over the tracks, one at College street and the other at Fourth street in Macon, Ga. Forty-one trestles, aggregating 5286 lineal feet, were filled with earth. Sufficient waterways were provided at the several places, consisting of brick arch-culverts, earthen pipe and iron pipe.

BUILDINGS.

A general yardmaster's office was constructed at Savannah.

A ticket office and baggage-room was constructed at Tybee.

Combination freight and passenger depots were erected at Dover, Goggins and Porterdale, Ga., and at Gantt and Andalusia, Ala.

A new passenger depot of Georgia granite and pressed brick was constructed at Americus, Ga.

New water tanks were constructed at Columbus, Williamsburg and Blakely, Ga.

Many station buildings were added to and improved during the year.

STEEL RAILS.

Nine thousand and twenty tons of 80-pound steel rails were laid in the main track. The cost thereof, together with \$11,221.23 carried over from the previous year, have been charged to maintenance of way.

The policy heretofore followed of placing the released rails on branch lines and using the lighter rails taken therefrom for extensions and side tracks has been continued.

MILES OF MAIN TRACK AND WEIGHT OF STEEL RAILS AND MILES OF SIDE AND SPUR TRACKS JUNE 30, 1900 AND 1899.

Miles of main track.											Weight of steel rails in miles of main track.		Miles of side and spur tracks.	
											June 30, 1899.		June 30, 1900.	
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EQUIPMENT.

The motive power and equipment have been kept up to their usual standard of excellence.

Three new sleeping cars were received, as contracted for, and placed in service.

Five locomotives were equipped with air brakes and sixteen locomotives with automatic couplers. Fourteen hundred and twenty-one freight cars were equipped with air brakes and 325 with automatic couplers. Owing to this large expense the policy heretofore pursued of constructing cars to replace those condemned and destroyed was not followed during the year.

The following table shows the equipment owned and operated by the Company and the changes which have taken place during the year, viz.:

Classes.	On hand June 30, 1899.	Purchased, built and class changed.	Destroyed, sold and class changed.	On hand June 30, 1900.
Locomotives—Standard.....	197	2	1	198
Locomotives—Narrow Gauge.....	4	1		5
Totals.....	201	3	1	203
Sleeping Cars.....	12	3		15
Chair Cars.....	2			2
Passenger Cars.....	115			115
Combination Cars.....	21	2	2	22
Baggage, Mail and Express Cars.....	50			48
Totals.....	200	5	2	203
Box Cars—Ventilated.....	2,328	1	19	2,310
Box Cars—Common.....	652	1	13	640
Stock Cars.....	45			45
Coal Cars.....	973		18	955
Flat Cars.....	1,106		15	1,091
Totals.....	5,104	2	65	5,041
Officers' Cars.....	6			6
Caboose.....	88		7	86
Wrecking Cars.....	99			92
Tool Cars.....	3			3
Pump Repair Cars.....	3			3
Steam Pile Drivers.....	3			3
Totals.....	266		9	197

NOTE.—The above includes the following changes in classes of equipment during the year:

Boarding Cars changed to Box Cars—Common..... 1

Baggage, Mail and Express Cars changed to Combination Cars..... 2

OCEAN STEAMSHIP COMPANY OF SAVANNAH.

The improvements on the terminals at Savannah were completed during the year. The facilities on the property at Hoboken, N. J., as contracted for, were completed in the latter part of the year.

One of the steamships, in which were placed new boilers and engines, was received from the builders in December, 1899. Three of the steamships received general repairs. One of the steamships is now in the hands of the builders for new boilers and engines.

The steamship Gate City was wrecked on the eastern coast of Long Island on February 8, 1900. Strenuous but unavailing efforts were made to save the vessel, and she became a total loss.

The steamship La Grande Duchesse, owned by the Plant Investment Co., was operated under contract during the greater part of the year.

The nautical miles sailed during the year decreased 8.92 per cent. This was on account of the loss of the Gate City and the operation of La Grande Duchesse, whose performances are not included.

GENERAL REMARKS.

\$19,973.22 were expended for additional right of way and station grounds.

Fifty-six industries were located on the lines of this railway, consisting principally of mills for the manufacture of yarn, cloth, knit goods and of products obtained from cottonseed. These industries are capitalized at \$2,964,300 and furnish employment for 4870 persons.

The discovery of mineral deposits in Alabama has stimulated that branch of the business on the line between Columbus, Ga., and Birmingham, Ala.

The financial condition of the farmers, merchants and others located in the territory traversed by the lines of this railway has improved.

There has been a continuous improvement of the property, and its physical condition is now far better than any time since the reorganization in 1895.

The officers and employees of the Company have performed their duties in a most commendable manner.

Respectfully submitted,

JOHN M. EGAN,

President.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

An Optimistic View.

In a circular-letter Messrs. John L. Williams & Sons, bankers, of Richmond, Va., take the ground that there has never been in the history of this country a time when the promise of quick and splendid profit for wise investment was as brilliant as it is now. The firm takes a most optimistic view of the situation in spite of the political campaign, and says:

"Whatever the result of the election may be, three wars will virtually be ended within three or four weeks—the war in South Africa, the Philippine insurrection and the troubles in China. It is the history of all modern wars that they are followed by enormous revivals of trade and demand for goods. We look, therefore, for unprecedented activity in all lines to begin the next few months and to continue indefinitely, and resulting gains in all prices. The South is in condition to secure an enormous share of the increased business. This section has vast natural resources not yet developed. Its people are out of debt and have money to spend and invest. Farmers owe less; own more than ever before; the relations between capital and labor have continued undisturbed and are the happiest in the world. The South has come into the labor market and established her new industrial life with the advantage of having had the worst of the labor problems worked out by other sections at vast cost, and has profited by the lesson. The irresistible logic of the situation is that the prosperity the entire country has enjoyed the last three years will be resumed after the temporary and usual election year passes; that it will exceed all former precedents; that the South will gain faster than any other part of the country, because it offers more opportunities for safe investment. In this growth and gain every interest must share."

National Banks in the South.

A recent compilation showing the number of national banks organized in the country within a recent period indicates that the South has made rapid progress in this respect, as is shown by the following table:

Maryland.....	78
District of Columbia.....	19
Virginia.....	64
West Virginia.....	50
North Carolina.....	42
South Carolina.....	23
Georgia.....	48
Florida.....	26
Alabama.....	42
Mississippi.....	17
Louisiana.....	31
Texas.....	29
Arkansas.....	14
Kentucky.....	120
Tennessee.....	73

Since March last five national banks have been formed in Maryland, seven in Virginia, seven in West Virginia, two in North Carolina, one in South Carolina, three in Georgia, one each in Florida, Alabama, Louisiana, thirty-one in Texas, seven in Kentucky and three in Tennessee.

Southern Bank Clearings.

The reports of bank clearings for the various groups of clearing-house cities again show the amount of business which is being transacted in the South as compared with other sections of the country. The clearings of the Southern group show a gain of 9½ per cent. This is 6 per cent. more than the Pacific group, which has the next largest increase. The total aver-

age for the country shows a loss of 23.2 per cent.

New Corporations.

The Jefferson Bank has been organized at Fayette, Miss., with \$30,000 capital stock.

M. F. Langhorne is interested in a bank which is being organized at Smithfield, Virginia.

J. V. Haden of Salem, Ky., is reported, is interested in a bank to be opened at Smithland, Ky.

The Baltimore Mutual Life Annuity Co. has been incorporated by Bartlett S. Johnston and others of Baltimore.

It is reported that W. J. Edwards of Sanford, N. C., has become interested in a proposed bank at Fayetteville, N. C.

The Mt. Olive Bank, recently organized at Mt. Olive, Miss., has been authorized to do business with \$30,000 capital stock.

Local parties are interested in the organization of a fire insurance company at Jackson, Miss., with \$1,000,000 capital stock.

Joseph Speidel and Howard Hazlett are interested in the Capitol Building Association, recently organized at Wheeling, W. Va., with \$200,000 capital stock.

The Wage-Workers' Guarantee Association has been organized for insurance purposes at Clifton, S. C., with \$20,000 capital stock. Among those interested is Samuel T. Reid at Clifton.

The First National Bank of Troy, Ala., has been authorized to begin business by the comptroller of the currency with \$50,000 capital stock. J. Carroll is president, and J. D. Murphree, cashier.

F. W. McCullough has been elected president; R. W. Shultice, vice-president, and H. M. Kerr, treasurer, of the Seaboard Investment Co., recently organized at Norfolk, Va., with \$25,000 capital stock.

The Bank of Chattanooga will succeed the private banking firm of Wiehl, Probasco & Co. It is capitalized at \$100,000. H. L. Probasco is president; Z. C. Patten, vice-president, and Frank A. Nelson, cashier.

New Securities.

Messrs. F. R. Fulton & Co. of Chicago have purchased the issue of \$37,000 in 5 per cent. bonds of Clarksdale, Miss.

The Little & Hayes Investment Co. of St. Louis have purchased an issue of \$31,500 in 4 per cent. bonds of Clarksdale, Mo.

Messrs. F. R. Fulton & Co. of Chicago have purchased the issue of \$15,000 in 6 per cent. bonds of Port Arthur, Texas, paying 104.013.

The town of Laurens, S. C., has sold an issue of \$15,000 in 4½ per cent. bonds at a premium of \$544. They were purchased by Atlanta investors.

Menard county, Texas, will issue \$8000 in bonds for refunding purposes. The board of commissioners may be addressed at Menardville, Texas.

The finance committee will receive bids until October 25 for an issue of \$11,000 in 4 per cent. bonds offered for sale by the city of Winchester, Va.

As already noted in the Manufacturers' Record, bids will be received until November 1 for the issue of \$45,000 in bonds of New Decatur, Ala. E. C. Payne is mayor.

Bids will be received until October 22 for the issue of \$15,000 in 4 per cent. bonds of Waxahachie, Texas. S. P. Langford is chairman of the finance committee.

The State authorities have approved an issue of \$93,000 in 4 per cent. bonds of Brewster county, Texas. The board of commissioners may be addressed at Alpine, Texas.

Bids will be received until October 24

for the issue of \$703,668 in 7 per cent. certificates issued for what is known as the park fund of Kansas City, Mo. Geo. L. Kessler, secretary, may be addressed.

The American Loan & Trust Co. of Boston, it is stated, has purchased the issue of \$400,000 in bonds of the Beaumont (Texas) Wharf & Terminal Co., which, it is understood, insures the carrying out of the proposed improvements to be made by this company in Beaumont and its suburbs. It is stated that the company may issue additional bonds in the near future.

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending October 16.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.).....	95	100
Aiken Mfg. Co. (S. C.).....	96	98
American Spinning Co. (S. C.).....	98	101
Anderson Cotton Mills (S. C.).....	130	150
Arcade Cotton Mills (S. C.).....	100	103½
Arkwright Mills (S. C.).....	122	125
Augusta Factory (Ga.).....	82½	88
Avondale Mills (Ala.).....	80	84
Belton Mills (S. C.).....	104	106½
Bennettsville Mfg. Co. (S. C.).....	105	110
Cannon Mfg. Co. (N. C.).....	100	150
Cabarrus Cotton Mills (N. C.).....	150	160
Clifton Mfg. Co. (S. C.).....	175	180
Courtenay Mfg. Co. (S. C.).....	118	130
Darlington Mfg. Co. (S. C.).....	95	97½
Delgado Mills (N. C.).....	100	102
Eagle & Phenix Mills (Ga.).....	104	107
Edna Cotton Mills (N. C.).....	120	125
Enoree Mfg. Co. (S. C.).....	120	122
Enterprise Mfg. Co. (Ga.).....	100	103
F. W. Poe Mfg. Co. (S. C.).....	115	120
Gaffney Mfg. Co. (S. C.).....	117	120
Granby Mills (S. C.).....	100	102
Granby Mills (S. C.) 1st Pfd.....	104½	105½
Granville Mfg. Co. (S. C.).....	160	167
Greenwood Cotton Mills (S. C.).....	102½	103½
Grendel Mills (S. C.).....	101	102½
Henderson Cotton Mills (N. C.).....	120	125
Henrietta Mills (N. C.).....	200	210
John P. King Mfg. Co. (Ga.).....	100	104
Langley Mfg. Co. (S. C.).....	117	120
Laurens Cotton Mills (S. C.).....	135	145
Lockhart Mills (S. C.).....	108	112
Louise Mills (N. C.).....	120	125
Lynchburg Cotton Mills (Va.).....	125	150
Lynchburg Cotton Mills (Va.) Pfd.....	145	150
Manchester Cotton Mills (S. C.).....	110	115
Mayo Mills (N. C.).....	125	130
McColl Mfg. Co. (S. C.).....	118	120
Modena Cotton Mills (N. C.).....	138	145
Newberry Cotton Mills (S. C.).....	115	117½
Orr Mfg. Co. (S. C.).....	103½	106
Odell Mfg. Co. (N. C.).....	110	113½
Pacolet Mfg. Co. (S. C.).....	250	275
Peizer Mfg. Co. (S. C.).....	180	183
Piedmont Mfg. Co. (S. C.).....	175½	178½
Raleigh Cotton Mills (N. C.).....	120	125
Richard Cotton Mills (S. C.).....	99½	101
Richard Cotton Mills (S. C.) Pfd.....	100	102
Roanoke Mills (N. C.).....	105	110
Sibley Mfg. Co. (Ga.).....	85	89
Southern Cotton Mills (N. C.).....	94	96½
Spartan Mills (S. C.).....	125	135
Trion Mfg. Co. (Ga.).....	125	150
Tucapau Mills (S. C.).....	125	125½
Union Cotton Mills (S. C.).....	138	138
Union Cotton Mills (S. C.) Pfd.....	102	103½
Victor Cotton Mills (S. C.).....	108	110
Victor Cotton Mills (N. C.).....	70	76
Warren Mfg. Co. (S. C.).....	83	90
Warren Mfg. Co. (S. C.) Pfd.....	101	104
Wilmington Cot. Mills (N. C.) Pfd.....	110	115
Whitcassett Mills (N. C.).....	120	125
Whitney Mfg. Co. (S. C.).....	120	125

The Treasury bureau of statistics has just issued a commercial monograph on the iron and steel trade of the United States, treating of the resources of this industry, its development and its relations to the domestic and foreign markets. In this document the progress of the iron and steel trade is illustrated by maps and diagrams showing the distribution of iron ores in Europe and North America, the comparative development in the production of pig-iron by countries since 1873, the growth of the steel output of the several leading nations, the change in the relation of iron and steel exports and imports, and the course of prices for pig-iron and steel rails in the United States.

The Charleston (W. Va.) Chamber of Commerce has been organized, with Chas. Capito, president; Charles K. Payne, vice-president; Charles Loeb, secretary, and John L. Dickinson, treasurer.

The sales in the Joplin (Mo.) district during the week ended October 13 amounted to 8,969,690 pounds of zinc ore and 1,138,120 pounds of lead ore, valued in all at \$133,863.

Mr. C. W. Hayes of the United States geological survey, with Mr. E. W. Parker, statistician of the survey, have been detailed to inspect the Louisiana salt deposits.

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Among the most valued publications received at this office is the Manufacturers' Record, published weekly at Baltimore, Md. No paper has done more to assist in the development of the South, and it is still engaged in the good work. Every issue is worth the publication price to a manufacturer or to anyone interested in the development of the South or great Southwest.—Texas Trade Review, Dallas.

Wise Men

read the advertising pages of the Manufacturers' Record carefully because they are always sure to find something of value; it may be a special sale, or an opportunity for investment, or some new machinery, or some one looking for a location for a factory, or a thousand and one things advertised that may concern you. Every man ought to study newspapers, not simply glance over them, but examine in detail the Manufacturers' Record, for instance, and he will be sure to find something that can be made profitable in his business. In its news columns and in its advertising pages he will find matter that may prove invaluable in his business operations.